The China Mail.

Established February, 1845.

Vol. XLV. No. 8369. 號四月一十年九十八百八千一英 HONGKONG, MONDAY, NOVEMBER 4, 1889. 日二十月十年丑己 Price, $2 per Month.

AGENTS FOR THE *CHINA MAIL.*

LONDON:—F. Algar, 11 & 12, *Clement's Lane, Lombard Street,* E.C. George Street & Co., 30, *Cornhill.* Gordon & Gotch, *Ludgate Circus,* E.C. Bates Hendy & Co., 37, *Walbrook,* E.C. Samuel Deacon & Co., 150 & 154, *Leadenhall Street.* W. M. Wills, 151, *Cannon Street,* E.C. Robert Watson, 150, *Fleet Street.*

PARIS AND EUROPE:—Amedee Prince, 36, *Rue Lafayette, Paris.*

NEW YORK:—J. Stewart Happer, The Chinese Evangelist Office, 52, *West 22d Street.*

SAN FRANCISCO and American Ports generally:—Bean & Black, *San Francisco.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—Gordon & Gotch, *Melbourne and Sydney.*

CEYLON:—W. M. Smith & Co., The Apothecaries Co., *Colombo.*

SINGAPORE, STRAITS, &c.:—Sayle & Co., *Square, Singapore.* C. Heinszen & Co., *Manila.*

CHINA:—*Macao,* F. A. de Cruz. *Swatow,* Quelch & Co. *Amoy,* N. Moalle. *Foochow,* Hedge & Co. *Shanghai,* Lane, Crawford & Co., and Kelly & Walsh. *Yokohama,* Lane, Crawford & Co., and Kelly & Co.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the Hongkong & Shanghai Banking Corporation,
G. E. NOBLE,
Chief Manager.

Hongkong, January 1, 1889. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital,......$7,500,000
Reserve Fund,......$4,400,000
Reserve Liability of Proprietors,......$7,500,000

Court of Directors.

Chairman—W. H. Forbes, Esq.
Deputy Chairman—H. L. Dalrymple, Esq.

W. G. Brodie, Esq.	S. C. Michaelsen, Esq.
T. E. Davies, Esq.	J. S. Moses, Esq.
J. F. Holliday, Esq.	L. Poesnecker, Esq.
Hon. J. J. Keswick.	N. A. Siebs, Esq.
Hon. B. Layton.	E. A. Solomon, Esq.

Chief Manager.
Hongkong,......G. E. Noble, Esq.
Manager.
Shanghai,......John Walter, Esq.
London Bankers.—*London and County Bank.*

HONGKONG.
Interest Allowed.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
Chief Manager.

Hongkong, August 24, 1889. 363

Intimations.

No. 73, Wyndham Street.

BOARD AND RESIDENCE
Comfortable Home
FOR SINGLE GENTLEMEN.
Moderate Terms.

Mrs. KJELLER,
Proprietress.

Hongkong, July 15, 1889. 1375

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

Intimations.

THE HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED and REDUCED.

NOTICE is hereby given that the Undermentioned Shares in the Hongkong & Kowloon Wharf & Godown Company, Limited and Reduced, viz.:—

SCRIP No. 621 for 62 SHARES, Nos. 16890 to 16951, in the Name of Alexander Michie have been LOST, and should the same not be produced before the Thirty-first day of December next, NEW SCRIP will be issued to the said Alexander Michie, and the aforesaid SCRIP No. 621 will be thereafter treated by this Company as null and void.

For the Hongkong & Kowloon Wharf & Godown Company, Limited and Reduced.
EDWARD OSBORNE,
Acting Secretary.

Hongkong, November 2, 1889. 2096

A. S. WATSON & Co., LIMITED.

AN INTERIM DIVIDEND on account of 1889 at the Rate of Seventy Cents per Ten Dollar Share, (or 7 % on the Capital of the Company) will be Payable at the Hongkong & Shanghai Bank on and after the 5th Proximo, on Warrants to be obtained of the Undersigned.

The REGISTER of SHARES will be CLOSED from FRIDAY, the 1st Proximo, till TUESDAY, the 5th Proximo, both days inclusive, during which period no Transfer of Shares can be registered.

By Order,
T. H. TALBOT,
Secretary.

Hongkong, October 23, 1889. 2031

THE CHINESE AMUSEMENTS SYNDICATE, LIMITED.

ON Account of the weather, the OPENING DAY has been unavoidably POSTPONED until further Notice.

J. A. BARRETTO,
Secretary.

Hongkong, October 26, 1889. 2050

CHINA FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1888.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in Order that the PROPORTION of PROFIT for that year to be Paid as BONUS to Contributors may be arranged. Returns not sent in before the 30th Instant, will be made up by the Company, and no subsequent Claims or Alterations will be allowed.

By Order of the Directors,
GEO. L. TOMLIN,
Acting Secretary.

Hongkong, November 1, 1889. 2084

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of $2 per Share has This Day been declared, being further Interest on Capital to 31st December, 1888, at the Rate of 4 Per Cent. per Annum (making the total Interest on Capital for 1888 14 %).

Warrants may be had on application at the above Office on and after Tuesday, the 29th Instant.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.

Hongkong, October 28, 1889. 2060

NOTICE.

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

SHAREHOLDERS in the above Company are requested to attend a PRIVATE MEETING, to be held at the Company's Office, No. 9, Queen's Road Central, on MONDAY, the 11th Instant, at 4 p.m.

A. O'D. GOURDIN,
Secretary.

Hongkong, November 1, 1889. 2091

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, Ltd.

TIME TABLE.
(To take effect from 1st November.)

WEEK DAYS.
8 to 10 a.m. every quarter of an hour.
12 " 2 p.m. " half hour.
(TIFFIN CAR at 12.45).
3 to 7.30 p.m. every quarter of an hour.

THURSDAYS.
NIGHT TRAMS at 10.30 and 11 p.m.

SATURDAYS.
NIGHT TRAMS at 8.45 p.m., 9 p.m., 10.30 p.m. and 11 p.m.

SUNDAYS.
10.40 a.m.
12 (noon) to 2 p.m. every quarter of an hour.
3 to 7.30 p.m. every quarter of an hour.

Special CARS may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACEWEN, FRICKEL & Co.,
General Managers.

Hongkong, October 30, 1889. 2070

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

Voigtlander's Celebrated BINOCULARS and TELESCOPES.

Ritchie's Liquid and other Compasses.
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.
English Silver & Electro-Plated Ware.
Christofle & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY in great variety.

DIAMONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest London Patterns, at very moderate prices. 742

Business Notices.

LANE, CRAWFORD & Co.

JUST LANDED EX *OOPACK.*

SELECTED YORK HAMS.
FINEST STREAKY BACON.
BEST ENGLISH CHEESE.

FENDERS and FIRE IRONS.
TENNIS POLES and NETS.
JELLY and CAKE MOULDS.
PICTURE WIRE and FASTENERS.
POCKET KNIVES.
TENNIS POLES, BALLS and NETS.
NEW TENNIS SHIRTS.
NEW BOOKS.

CHRISTMAS CARDS.

LANE, CRAWFORD & Co.

Hongkong, October 24, 1889. 2038

ROBERT LANG & Co.,
Tailors, Hatters, Shirtmakers and Gentlemen's Outfitters.

WE HAVE JUST OPENED OUT OUR NEW AUTUMN GOODS,
consisting of
A Large and Choice Selection of COATINGS for Morning and Evening Dress
A very Stylish Lot of TWEEDS, New in Design and Material, and a varied Assortment of TROUSERING in all the Newest Patterns.

Queen's Road (opposite Hongkong Hotel),
Hongkong, September 14, 1889 1790

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now ONE of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.

The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

W. POWELL & Co.

NOW LANDING,
FURTHER SHIPMENTS
OF
NEW GOODS
IN ALL DEPARTMENTS.

W. POWELL & Co.

Victoria Exchange, October 30, 1889. 2073

Intimations.

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that a CALL of TEN DOLLARS per Share is hereby made and is Payable at the Hongkong & Shanghai Banking Corporation, as follows:—

FIVE DOLLARS per Share on the 15th November, 1889.

FIVE DOLLARS per Share on the 15th February, 1890.

INTEREST at the Rate of 12 % per Annum will be chargeable on all Calls unpaid on due dates.

By Order of the Board,
J. WHEELEY,
Secretary.

Hongkong, October 10, 1889. 1949

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1888.

SHAREHOLDERS in the above Company are requested to Furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for Contributors may be arranged. Returns not rendered prior to the Thirtieth day of November next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Company, Limited.

Hongkong, October 15, 1889. 1977

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Undermentioned BANK SHARE CERTIFICATES viz.:—

No. B 2071, 3465/66, 4645/52, 21341/55, 14389/92 & 51692/712 } 50 Shares in the name of L. Mendel.
No. B 2099, 3280/3289,......10 "
" B 2134, 53909/23, 57342/46 and 1406/10...... } 25 " in the name of W. D. Spence.
No. B 2269, 27918/27932,......15 " in the name of W. H. Gaskell.

together One Hundred Shares, HAVE BEEN LOST, and should the same not be produced before the Thirty-first day of December next, NEW CERTIFICATES will be issued to the said L. Mendel, W. D. Spence and W. H. Gaskell respectively, and the aforesaid Certificates B 2071, B 2099, B 2134 and B 2269, will be thereafter treated by this Corporation as null and void.

For the Hongkong and Shanghai Banking Corporation,
G. E. NOBLE,
Chief Manager.

Hongkong, October 1, 1889. 1890

Intimations.

WINDSOR HOUSE, HONGKONG,
No. 8, Queen's Road Central,
PRIVATE BOARD AND RESIDENCE,
AND
FAMILY HOTEL.

This Establishment is situated in a most central position, opposite the Telegraph Office and two doors from the Chartered Bank. It offers First-class Accommodation to Residents and Travellers, has a Spacious Dining Room, and a large number of well Furnished Bed-Rooms with all comforts. A Good Table kept.

TABLE D'HOTE:—Breakfast, 8.30 a.m.; Tiffin, 1 p.m.; Dinner, 7.30 p.m.

BOARD by the Month, Day, or Single Meals, *at reasonable rates.*

Arrangements can be made to serve Meals in Gentlemen's Quarters.

Continental Languages spoken.

Mrs. BOHM,
Proprietrix.

Hongkong, August 30, 1889. 1682

LOST.

THE Undernoted 100 SHARES of the Hongkong & Shanghai Banking Corporation, being the Property of the Undersigned, having been LOST, the Public are warned against negotiating same.

	Scrip No.	*Nos. of Shares.*
50 Shares, L. Mendel	B2091	3465/6, 4645/52, 21341/55, 14389/92, 51692/712
10 Shares, W. D. Spence	B2099	3280/3289
25 Shares, W. D. Spence	B2134	53909/23, 57342/46, 1406/10
15 Shares, W. H. Gaskell	B2269	27918/27932

100 Shares.

The TRANSFER of these SHARES has been STOPPED at the Bank.

H. N. MODY.

Hongkong, September 9, 1889. 1794

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that a CALL, of ($4) FOUR DOLLARS per Share, is Payable at the Hongkong & Shanghai Banking Corporation, on or before the 16th November, 1889.

By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.

Hongkong, October 15, 1889. 1932

Our Jobbing Department

HAVING just been REPLENISHED with a large assortment of the latest European and American NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

CHINA MAIL OFFICE.

Auctions.

PUBLIC AUCTION
OF
VALUABLE BOOKS.

THE Undersigned has received instructions to Sell by Public Auction, on

WEDNESDAY,

the 6th November, 1889, commencing at 2.30 p.m. sharp, at his Sales Rooms, Duddell Street,—

THE ENTIRE LIBRARY
of the
Late Honourable F. Stewart, LL.D.,
comprising:—

Valuable Books on Science, Art, Law, Theology, Travels, Classics, Essays, Standard Novels, Poetry, &c., &c., and every Branch of Reading.

Also,

Very Valuable Chinese Dictionaries, Books of Chinese Classics, Repositories, &c., &c., &c.

Catalogues will be issued prior to Sale, and the Books will be on view on *Monday next.*

Terms of Sale.—As customary.

G. R. LAMMERT,
Auctioneer.

Hongkong, October 30, 1889. 2080

To Let.

TO LET.

FROM 1st November next, the HOUSE No. 2, Magdalen Terrace, Magazine Gap. Rent $80 a month and taxes.

Apply to
Mr. J. J. FRANCIS,
Bank Buildings.

Hongkong, October 23, 1889. 2035

TO LET.

ROOMS in 'College Chambers.' No. 9, Seymour Terrace.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, July 8, 1889. 832

TO LET.

2ND FLOOR of HOUSE, No. 64, and GROUND FLOOR of HOUSE No. 68, Queen's Road Central.

Apply to
LAI HING & Co.,
No. 153, Queen's Road Central.

Hongkong, July 1, 1889. 1287

TO LET.

HOUSE No. 2, 'Smith's Villas,' Magazine Gap, a spacious Five Roomed House, with Basement and Outhouse. Excellent view. Expected to be ready 1st August next.

Apply to
F. BLACKHEAD & Co.

Hongkong, July 2, 1889. 1284

Notices of Firms.

WA TSZ YAT PO,
華字日報
CHINESE MAIL.

THE present LEASE of the *Chinese Mail* EXPIRED on the 31st ultimo, after which date the Interest of the present LESSEE (Mr. Ho Chung Shang) entirely ceased. The Business is now conducted by a MOST EFFICIENT NATIVE STAFF, and Arrangements have been made which cannot fail to make the Paper in EVERY SENSE A FIRST-CLASS JOURNAL.

GEO. MURRAY BAIN,
Proprietor.

'China Mail' Office,
September 1, 1889.

NOTICE.

THE Business hitherto carried on at 'The White House,' Queen's Road Central, under the style or title of 'GATE & FAIRALL,' has This Day been dissolved by mutual consent.

E. S. GATE.
B. FAIRALL.

Hongkong, October 16, 1889. 1987

WITH reference to the above, the Business will in future be carried on under the style of 'GATE & Co.,' who will pay and receive all accounts in connection with the old Firm.

Miss FAIRALL will continue to Manage the Dress-making Department until the 31st December next.

E. S. GATE

Hongkong, October 16, 1889. 1988

NOTICE.

WE Have This Day established A BRANCH of our Firm in SINGAPORE, as Share and General Brokers, and Commission Agents.

APCAR BROTHERS.

Hongkong, October 23, 1889. 2074

NOTICE.

BY Mutual arrangement the Interest and Responsibility of LAM WAI SHEANG in the Firm of 'Fook Mow,' No. 26, Bonham Strand, ceased on and from the 9th Instant. The BUSINESS is now being carried on as usual.

FOOK MOW HONG,
Cotton and Cotton Yarn Merchants.

Hongkong, October 11, 1889. 1851

THE SELAMA TIN MINING COMPANY, LIMITED.

NOTICE.

MR. WILLIAM HUTTON POTTS has been appointed Secretary to the above Company.

CHANTREY INCHBALD,
Chairman.

Hongkong, November 1, 1889. 2002

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

The Co.'s Steamship *Thales,* Captain Hunter, will be despatched for the above Ports on TUESDAY, the 5th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, November 2, 1889. 2097

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT.)

The Company's Steamer *Kong Beng,* Capt. R. Jones, will be despatched for the above Port on TUESDAY, the 5th Instant, at 8 a.m.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, November 1, 1889. 2086

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Sarpedon,* Captain Barwise, will be despatched as above on TUESDAY, the 5th Proximo.

Passengers for Europe desiring to proceed Overland, can, on application to the Undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to Marseilles (by Transatlantic Company's express boats), and thence to Paris or London. Algiers is 28 hours steam from Marseilles, and thence to London occupies about the same time.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 26, 1889. 2055

FOR SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.

The Steamship *Almora,* Captain Hay, will be despatched as above on or about the 5th of November.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, October 29, 1889. 2067

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)

The P. & O. S. N. Co. Steamship *Gwalior* will leave for the above places on WEDNESDAY, 6th November, at Noon.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, November 1, 1889. 209

NAVIGAZIONE GENERALE ITALIANA
(Florio & Rubattino United Companies.

STEAM FOR SINGAPORE, PENANG & BOMBAY,

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN) and GENOA; all Mediterranean, Adriatic, Levantine and South American Ports, up to Callao. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

The Co.'s Steamship *Bormida,* De Negri, Master, will be despatched as above on WEDNESDAY, the 6th November, at Noon.

At Bombay the Steamers are discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, October 28, 1889. 2057

OCEAN STEAMSHIP COMPANY.

FOR YOKOHAMA, KOBE AND NAGASAKI.

The Co.'s Steamship *Patroclus,* Capt. Potford, will be despatched as above on THURSDAY, the 7th Proximo.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 30, 1889. 2072

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Congo,* Commandant Vaquier, will be despatched for the above Ports on or about THURSDAY, the 7th Instant.

G. de CHAMPEAUX,
Agent.

Hongkong, November 1, 1889. 2085

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Verona,* Captain Speck, will leave for the above places at Daylight on FRIDAY, the 8th November.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 28, 1889. 2058

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Stentor,* Capt. Milligan, will be despatched as above on THURSDAY, the 7th Proximo.

Passengers for Europe desiring to proceed Overland, can, on application to the Undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to Marseilles (by Transatlantic Company's express boats), and thence to Paris or London. Algiers is 28 hours steam from Marseilles, and thence to London occupies about the same time.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 26, 1889. 2056

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.
(Calling at PORT DARWIN & QUEENSLAND PORTS, *and taking through Cargo to* NEW ZEALAND, TASMANIA, *&c.)*

The Steamship *Airlie,* Captain Ellis, will be despatched for the above Ports on FRIDAY, the 8th November, at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, October 25, 1889. 2046

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Anchises,* Captain Lapage, will be despatched as above on FRIDAY, the 8th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 2, 1889. 2093

STEAM TO LONDON (DIRECT),
Calling at Intermediate Ports.

The P. & O. S. N. Co.'s Steamship *Brindisi* will leave for the above places at Daylight on SUNDAY, the 10th November. This Vessel is disconnected from the Mail Services, but has excellent accommodation for through Passengers (First Saloon only) at reduced rates. Electric Light, Deck Cabins. Surgeon carried, &c.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, November 1, 1889. 2087

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, TRIESTE AND VENICE,
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT *and* ADRIATIC PORTS.)

The Co.'s Steamship *Melpomene,* Capt. E. Perini, will be despatched as above on SUNDAY, the 10th Proximo, at Daylight.

Cargo will not be received on board after 5 p.m. prior to date of sailing.

Cargo destined for Ports beyond Bombay by this opportunity will be transhipped there in one of the Companys' Steamers.

For further information as to Passage and Freight, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, October 30, 1889. 2071

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship *Glamorganshire* will be despatched for the above Port on or about the 19th Instant.

This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, November 2, 1889. 2095

Sailing Vessels.

FOR NEW YORK.

The S/S L.1.1. American Ship *Sea Witch,* Chas. H. Tibbets, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, October 21, 1889. 2014

Notices to Consignees.

CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *ABYSSINIA,* FROM VANCOUVER & YOKOHAMA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co.,
Agents.

Hongkong, October 31, 1889. 2082

To-day's Advertisements.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *ABYSSINIA*, 3,651 Tons, Register, G. A. Lee, Commander, will be despatched for VANCOUVER, B.C., *via* AMOY, FOOCHOW, SHANGHAI, KOBE (*via* Inland Sea), and YOKOHAMA, on THURSDAY, the 7th November, at 10 a.m.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, (Mex.) $210.00
To common points in Canada and the United States ... 260.00
To Liverpool ... 325.00
To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 6th November.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., *Agents.*

Hongkong, November 4, 1889. 2041

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Haitan*, Capt. S. Ashton, will be despatched for the above Ports on THURSDAY, the 7th Inst., at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., *General Managers.*

Hongkong, November 4, 1889. 2106

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Co.'s Steamship *Zafiro*, Capt. McCaslin, will be despatched for the above Port on THURSDAY, the 7th Instant, at 4 p.m.

For Freight or Passage, apply to

RUSSELL & Co., *General Managers.*

Hongkong, November 4, 1889. 2104

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Chartered Steamship *Moray*, Captain Duncan, will be despatched as above on SATURDAY, the 9th Instant, at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., *General Managers.*

Hongkong, November 4, 1889. 2100

FOR NEW YORK.

The Steamship *Claymore*, Felgate, Commander, will be despatched for the above Port on or about the 15th Inst.

For Freight, apply to

ADAMSON, BELL & Co., *Agents.*

Hongkong, November 4, 1889. 2107

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenfalloch* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, whence delivery will be effected.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. To-morrow, the 5th Instant.

Cargo remaining undelivered after the 11th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 18th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., *Agents.*

Hongkong, November 4, 1889. 2103

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Chartered S.S. *Moray* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 11th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 18th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., *General Managers.*

Hongkong, November 4, 1889. 2101

To-day's Advertisements.

ZETLAND LODGE.

No. 525.

AN Emergency MEETING of the above LODGE will be held in the Freemasons' Hall, Zetland Street, on WEDNESDAY, the 6th of November, at 4.30 for 5 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, November 4, 1889. 2102

TENDERS are invited for the LOAN of not less than FIVE THOUSAND nor more than TEN THOUSAND MEXICAN DOLLARS, at discretion of the Master, on BOTTOMRY of the Freight and Hull of the American Barquentine *NELLIE M. SLADE*, which Loan is required for the purpose of enabling the Vessel to Repair and proceed on her voyage to Delaware Breakwater for orders to New York, Boston or Philadelphia.

Tenders to state clearly the Amount of Premium required, and to be sent in to the Undersigned on or before Noon on SATURDAY, the Ninth Instant.

Hongkong, November 4, 1889.

RUSSELL & Co.,

2104 Agents, Bq'tine *Nellie M. Slade.*

HONGKONG RIFLE ASSOCIATION.

THE KWOON KWAN YEEN CUPS value of $200 and $100 respectively, also 2 CONSOLATION CUPS value of $100 each.

The 2nd Stage of the Third COMPETITION will be shot off NEXT SATURDAY, the 9th November, at 2.15 p.m., commencing at 900 Yards. Entries for this Stage close on *Friday next*, 8th November, at 5 p.m. Entrance Fee 30 Cents.

There must be 10 Competitors present or no Competition can take place.

A. SHELTON HOOPER, *Hon. Secretary.*

Hongkong, November 4, 1889. 2105

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo by the Company's Str. *Melpomene* are hereby informed that their Goods, with the exception of Opium, are now being landed at their risk into the Godowns known as 'The Hongkong Wharf and Godowns,' Wanchai, whence delivery may be obtained.

This Vessel brings on Cargo:—

From Calcutta and Madras ex S.S. *Niobe*, transhipped at Colombo.

From Trieste, &c. ex S.S. *Poseidon*, transhipped at Bombay.

Consignees wishing to receive their Goods at the Wharf are at liberty to do so.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before Noon, on the 14th Inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th Instant will be subject to rent.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co., *Agents.*

Hongkong, November 4, 1889. 2090

DAKIN BROS. OF CHINA, LIMITED,

CHEMISTS.

DAKIN'S EXTRACT OF GLYCERINE AND CUCUMBER.

RENDERS THE SKIN SOFT, SUPPLE & SMOOTH.

INVALUABLE IN THE NURSERY, INDISPENSABLE IN THE TOILET.

REMOVES AND PREVENTS ROUGHNESS, REDNESS, and CHAPPING.

ITS agreeable property of softening and clearing the skin will be noticed after three or four days use, and by its continued application the complexion will be preserved indefinitely, retaining to the last the fine texture of youth. Gentlemen will find its application useful and soothing after shaving.

Price, Cents 40 and 75 per Bottle.

WOOLLEY'S SANITARY ROSE POWDER.

White or Pink.

The Queen says:—"There is no doubt that it is *a very superior article, fragrant, soothing, and cleanly*, and we are quite satisfied with it as the result of experiments we have made. It is well spoken of by the Medical Journals and Professional Men, and we think it merits the praise they have given it."

Telephone No. 60.

22 & 24, *QUEEN'S ROAD CENTRAL.* 2098

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

Nellie M. Slade, American barquentine, Capt. Julia C. Teixeira.—Captain.

Penshaw, British barque, Captain John Inokay.—Gibb, Livingston & Co.

SHIPPING.

ARRIVALS.

November 3, 1889:—

China, British steamer, 5,200, W. B. Seabury, Cardiff October 3, Coal.—P. M. S. S. Co.

Yiksang, British steamer, 886, R. C. D. Bradley, Wuhu October 30, Rice.—Jardine, Matheson & Co.

Apenrade, German steamer, 1,474, Hohlmann, Nagasaki October 31, Coal.—Geo. R. Stevens & Co.

Thales, British str., 820, W. Y. Hunter, Taiwanfoo October 30, Amoy 31, and Swatow Nov. 2, General.—Douglas Steamship Co.

Hangchow, British steamer, 999, A. W. Outerbridge, Wellington October 10, Coal.—Butterfield & Swire.

Triumph, German steamer, 674, P. Moos, Newchwang October 28, Beans.—Wieler & Co.

Fushun, Chinese steamer, from Whampoa.

November 4:—

Almora, British steamer, 1,719, Alex. Hay, Amoy November 2, General.—Jardine, Matheson & Co.

Moray, British steamer, 1,411, W. S. Duncan, Calcutta and Singapore October 23, General.—Jardine, Matheson & Co.

Melpomene, Austro-Hungarian steamer, 1,943, E. Perini, Bombay October 15, and Singapore 28, General.—David Sassoon, Sons & Co.

Gwalior, British steamer, 1,602, W. J. Nantes, Bombay October 17, and Singapore 28, General.—P. & O. S. N. Co.

Glenfalloch, British steamer, 1,434, Cormack, London September 22, and Singapore October 29, General.—Jardine, Matheson & Co.

Caroline, British corvette, 1,440, Capt. Sir Wm. Wiseman, Honolulu October 3.

DEPARTURES.

November 3

Toonan, for Amoy and Shanghai.
Cass, for Amoy.
Chiyuen, for Swatow and Shanghai.
Haiphong, for Coast Ports.

November 4:—

Elizabeth Graham, for Port Discovery.
Amphitrite, for Havre.
Triumph, for Whampoa.
Yiksang, for Whampoa.
Linnet, British gunboat, for a cruise.
Fushiki Maru, for Kutchinotzu.
Peking, for Shanghai.
Fushun, for Shanghai.

CLEARED

Thales, for Coast Ports.

PASSENGERS.

Arrived.

Per *Yiksang*, from Wuhu, 5 Chinese.

Per *Thales*, from Taiwanfoo, Mr and Mrs Carneiro and family, Mrs Cantlie, Mrs Holliday, Miss Skinner, and Mr J. da Pinna.

Per *Hangchow*, from Wellington, 18 Chinese, 1 died on board.

Per *Almora*, from Amoy, 40 Chinese.

Per *Moray*, from Singapore, 365 Chinese.

Per *Melpomene*, from Singapore, 137 Chinese.

Per *Gwalior*, from Singapore, 131 Chinese.

Per *Glenfalloch*, from Singapore, 150 Chinese.

Departed.

Per *Haiphong*, for Foochow, Mr Wong Tai Yan, and Mr Chun, and 150 Chinese.

Per *Toonan*, for Amoy, 10 Chinese.

Per *Peking*, for Shanghai, 30 Chinese.

Per *Cass*, for Amoy, 10 Chinese.

Per *Fushun*, for Shanghai, 60 Chinese.

To Depart.

Per *Thales*, for Swatow, Mr Inglis; for Amoy, Mr and Mrs Stellingwerff; for Taiwanfoo, Mr D. C. Mehta; for Coast Ports, 300 Chinese.

SHIPPING REPORTS.

The British steamer *Yiksang* reports: From Steep Island to Pedro Blanco, strong North-East gale and high sea, vessel shipping much water, light Northerly winds to arrival. November 1st, spoke steamer *Taisang*, off Saddle Island. November 3rd, spoke steamer *Kwongsang*, off Breaker Point.

The British steamer *Thales* reports: Taiwanfoo to Amoy, strong N.E. gale, with heavy sea, cloudy and overcast, with heavy squalls at intervals. Amoy to Swatow, strong N.E. breeze, heavy sea, cloudy and overcast. Swatow to Hongkong, fine clear weather with moderate N.E. winds and heavy Easterly swell. In Amoy, steamers *Almora* and *Alwina Seyd*.

The British steamer *Hangchow* reports: Thursday, October 10th, left Wellington, and experienced strong gales and heavy sea from the W. and S.W. till the 15th, when we picked up strong S.E. Trade, which carried us across the line; thence to the North of Luzon, light variable winds and calms. After passing Luzon on the 31st October, we ran into a heavy N.E. monsoon gale, with continuous heavy squalls and very vivid lightning; the sea being confused, and running to a considerable height, we shipped large quantities of water making navigation very difficult, though the ship sustained no damage. Lowest glass Oct. 31st, 29.84 barometer, 86 ther. Highest glass November 2nd, 30.06 bar., 72 ther. One Chinese passenger died of general debility on the 26th October.

The British steamer *Morey* reports: Had moderate N.W. winds and cloudy up to 10° N. lat.; from there up to 14° N., strong gale from W., S.W. and S.S.E. and a confused sea, with torrents of rain; got N.E. monsoon, in 17 N., fresh with a strong sea up to port.

The British steamer *Gwalior* reports: Had fair weather and light Southerly wind in the Southern portion of China sea; in lat. 11½ North, experienced strong West winds, and heavy sea from N.N.E., with barometer low; hove to for 20 hours to let bad weather pass. From Paracels up to Hongkong experienced heavy N.E. monsoon.

The British steamer *Glenfalloch* reports: Left Singapore 29th October at noon, had strong S. and S.W. winds, with heavy squalls, and threatening appearance, with confused sea to Macclesfield Banks; thence to port, strong N.E. winds with high seas.

Business Notices.

THE HALL & HOLTZ
CO-OPERATIVE COMPANY, LIMITED.

1889. ST. ANDREW'S BALL. 1889.

SPECIAL SHOW

OF EVENING DRESS AND FANCY GOODS, comprising

The Latest Novelties of Richest SILKS, SATINS, VELVETS, and PLUSHES (Broché and Plain) in all the Fashionable Evening Shades;

Also,

Beaded and Pearl NETS, GAUZES, NUN'S VEILINGS, GLOVES, LACES, RIBBONS, FANS, Silk and Lisle Thread HOSIERY, and a large and well Assorted Stock of FRENCH SATIN SHOES.

In all Colors and Sizes.

☞ On MONDAY and TUESDAY next, November 4th and 5th, the Store will be illuminated from 4.30 to 6.30 to enable our Customers to choose their Colours by Gaslight.

BALL & DINNER COSTUMES made at short Notice by an experienced Dressmaker.

The HALL & HOLTZ CO-OPERATIVE COMPANY LTD.

Hongkong, November 1, 1889. 2088

SHARE LIST.—QUOTATIONS.—November 4, 1889

Stocks.	Nos. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Cor.	60,000	$ 125	all	188, cash
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$130
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$72, buyers
Chinese Insurance Co., Limited	1,500	$ 1,000	$ 200	$150, nominal
North-China Insurance Co., Ld.	5,000	£ 200	£ 50	Tls. 350
Straits Insurance Co., Ld.	30,000	$ 100	$ 20	$23
Union Insurance Society Co., Ld.	10,000	$ 250	$ 25	$103, ex div.
Yangtsze Insurance Association, Ld.	8,000	£ 25	all	Tls. 90
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$85
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$382½, buyers
Straits Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$16
FIRE AND MARINE INSURANCES.				
Singapore Insurance Company, Ld.	40,000	$ 100	$ 20	$15, nom.
DOCKS.				
H'kong & Whampoa Dock Co.	12,500	$ 125	all	64 % prem.
STEAMBOATS.				
China and Manila S. S. Co., Ld.	3,500	$ 50	all	$105
Douglas Steamship Co., Limited	20,000	$ 50	all	$65 ex. div.
H.K. C. and M. Steamboat Co., Ld	80,000	$ 20	all	$41½, cash
Indo China S. N. Company, Limited	60,000	£ 10	all	15 % dis., buyers
Steam Launch Company, Limited	2,000	$ 50	$ 30	nominal
REFINERIES.				
China Sugar Company, Limited	15,000	$ 100	all	$229½, cash
Luzon Sugar Company, Limited	7,000	$ 10	all	$66, cash
WHARVES.				
H.K. & Kow. Wharf & Godown Co.	20,000	$ 50	all	$96, new issue
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	$ 50	$113, cash
Kowloon Land and Building Company,	6,000	$ 50	$ 30	$22
Peak Building Company,	......	......	$ 7	$10
Richmond Terrace Building Co.	......	......	$ 100	$200
Shanghai Land Company.	......	......	Tls. 20	Tls. 24
West Point Building Co., Limited	12,500	$ 50	$ 40	$52, sales
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,200	$	$ 5	$200 % prem.
MINING.				
Jelebu Mining & Trading Co., Ld.	4,500	$ 5	—	$5, cash
Punjom & Sunghie Dua Samantan Mining Co.	60,000	$ 1	all	$27, cash
Selama Tin Mining Company, Limited	115000	$ 5	$ 2	$5½, cash
	25,000	$ 5	$ 5	$7
Société Française des Charbonnages du Tonkin	8,000	Fcs. 500	Fs. 500	$500
PLANTING, ETC.				
China-Borneo Company, Limited	7,500	$ 100	$ 50	$50 nom.
Darvel Bay Trading Company, Ld.	4,000	$ 25	$ 8	$10 nom.
East Borneo Planting Co., Limited.	4,000	$ 50	$ 40	$60 nom.
Labuk Planting Company, Limited.	5,000	$ 50	$ 10	$16 nom.
Songei Koyah Planting Co., Ld.	5,000	$ 5	$ 40	$60 nom.
H. G. Brown & Co., Limited	6,000	$ 50	all	$60, cash
The Lamag Planting Co., Limited	6,000	$ 50	$ 25	$40
HOTELS, ETC.				
Austin Arms Hotel and Building Company, Limited	4,000	$ 50	$ 25	5 % dis.
Hongkong Hotel Company, Ld. 3,000 shs. issue	3,000	$ 100	all	$210
Peak Hotel & Trading Co., Limited	4,000	$ 5	$ 15	$25
Borneo Hotel and Stores Co., Ld.	1,000	$ 50	$ 30	$32 nom., ex div.
DISPENSARIES.				
A. S. Watson & Co., Limited	50,000	$ 1	all	$24, cash
Cruickshank & Co., Limited	1,600	$ 5	all	par, buyers
LIGHTING.				
HK. and China Gas Co., Limited	5,100	£ 10	all	$13, sellers
New Shares	1,900	£ 10	£ 7.10	
Hongkong Electric Co., Limited	30,000	$ 10	$ 2	$5, cash
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 50	$ 5	$5
Hongkong Brick & Cement Co., Ld.	4,000	$ 25	$17.50	$18
MISCELLANEOUS.				
A. G. Gordon & Co., Limited	8,000	$ 25	$ 20	$20
Campbell, Moore & Co., Limited	1,200	$ 10	all	$11
Geo. Fenwick & Co., Limited	6,000	$ 25	$ 25	$25
Hongkong Bazaar Company, Ld.	[illegible]	50	all	$50, nominal
Hongkong Dairy Farm Co.	3,000	$ 10	all	$16
Hongkong Ice Company, Limited	5,000	$ 25	all	$110
H'kong Rope Manufactory Co., Ld	3,000	$ 50	all	$110
Marinburk Furniture Co., Ld.	3,000	$ 25	$ 6	$7

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese 1884	$1,394,700.14	$500	8 % p. annum	3 % prem., nominal.
1884	$1,594,700.14	$500	8 " "	5 % prem. "
8[illegible]	Tls. 767,200	Tls. 250	7 " "	4 % prem. "
DEBENTURES.				
Hongkong Hotel Mortgage Debentures, 1889	$ 400,000.00	$500	6 " prem.	$501

EXPORT CARGOES.

Per British ship *Harvest Queen*, sailed 23rd October:—For San Francisco, 809 bags Tapioca, 246 bags Pepper, 89 bags Coffee, 500 bales Hemp, 157 bales Gambier, 80 bales Palm Leaf Fans, 90 rolls Matting, 750 pkgs. Samshoo, 130 pkgs. Fire-crackers, 619 pkgs. Soy, 2,666 Empty Quicksilver flasks, 2,888 pkgs. Tea particulars unknown and 4,709 pkgs. Merchandise.

Per British barque *Robert S. Besnard*, sailed on October 29th:—For New York, 11,459 rolls Matting, 1,093 boxes Palm Leaf Fans, 615 boxes Ginger, 125 boxes Joss Sticks, 995 pkgs. Firecrackers, 10 pkgs. Rattan-cores, 10 casks Soy, 4,607 pkgs. Tea particulars unknown and 57 pkgs. Merchandise.

POST OFFICE NOTICES.

MAILS will close:—

For NAGASAKI, KOBE & YOKOHAMA.—Per *Gwalior*, at 10.30 a.m., on Wednesday, the 6th inst.

For BANGKOK.—Per *Kong Beng*, at 11.30 a.m., on Tuesday, the 5th inst., instead of as previously notified.

For STRAITS & LONDON.—Per *Sarpedon*, at 3.30 p.m., on Tuesday, the 5th inst.

For STRAITS & BOMBAY.—Per *Bormida*, at 11.30 a.m., on Wednesday, the 6th November.

For AMOY, FOOCHOW, SHANGHAI, KOBE, YOKOHAMA & VANCOUVER, B.C.—Per *Abyssinia*, at 9.30 a.m., on Thursday, the 7th inst.

For SAIGON.—Per *China*, at 4.30 p.m., on Thursday, the 7th inst.

For NAGASAKI, KOBE & YOKOHAMA.—Per *Verona*, at 5 p.m., on Thursday, the 7th November.

For PORT DARWIN, COOKTOWN, TOWNSVILLE, THURSDAY ISLAND, BRISBANE, SYDNEY, MELBOURNE, &c.—Per *Airlie*, at 3.30 p.m., on Friday, the 8th November.

For STRAITS & CALCUTTA.—Per *Moray*, at 2.30 p.m., on Saturday, the 9th inst.

For LONDON.—Per *Brindisi*, at 5 p.m., on Saturday, the 9th inst.

MAILS by the British Packet.—The British Contract Packet *Malwa* will be despatched on WEDNESDAY, the 6th November, with Mails for the United Kingdom, Europe, and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS by the United States Packet.—The United States Mail Packet *Gaelic* will be despatched on WEDNESDAY, the 6th November, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

0.15 p.m. Registry ceases.

0.30 p.m. Post-Office closes, but Correspondence may be posted on board the Packet *with Late Fee of* 10 *cents extra Postage* until the time of departure.

MAILS by the French Packet.—The French Contract Packet *Oxus* will be despatched on WEDNESDAY, the 13th November, with Mails to the United Kingdom, Europe, and places beyond, *via Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 the day before.

8.00 a.m.—Posting of Prices Current and Circulars ceases.

(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way).

10.00 a.m.—Registry ceases.

10.30 a.m.—Posting of Newspapers, Books, and Patterns ceases.

11.00 a.m.—Mail closes.

☞ Late Letters may be posted (from 11.10 a.m.) *with* 10 *cents late fee* up to 11.30 a.m., after which hour they may be sent on Board with the same Late Fee.

Xmas and New Year Parcels.—Parcels for the United Kingdom posted before 3 p.m., on Tuesday, November 5th will reach London about December 17th, and those posted before 3 p.m. on November 19th, will reach London about December 31st.

Senders of Parcels are requested to post them, if possible, a few days in advance.

Letters, Parcels, &c., *for* Kowloon Point and steamers in Harbour may be posted in the General Post Office up to 11.30 a.m. and 3.30 p.m.

Letters *from* Kowloon Point may be posted in the Letter Box which has been placed in the Police Station Compound up to 12 and 4 o'clock.

Local rates will be charged.

To avoid robbery, senders of letters from Kowloon are requested to cancel their stamps by writing the word *stamped* across them.

Covers containing Bank Notes, Jewellery &c. should be registered.

There will be no Sunday delivery.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Thales* leaves for Swatow, &c.
8 a.m.—*Kong Beng* leaves for Bangkok.
Sarpedon leaves for London.

Miscellaneous.

Dividend of 70 Cents on $10 Shares of A. S. Watson & Co., Ltd., payable.

Notice of Optional Cargo per *Glenfalloch* to be sent in before 10 a.m.

General Memoranda.

Wednesday, November 6:—
2.3 p.m.—Auction of Books at Mr G. R. Lammert's.
5 p.m.—Meeting of Zetland Lodge.
Goods per *Sachsen* undelivered after this date subject to rent.

Saturday, November 9:—
Tenders for Bottomry (not less than Five Thousand nor more than Ten Thousand Mexican Dollars) on *Nellie M. Slade* to be sent in on or before Noon to Messrs Russell & Co.'s Office.
2.15 p.m.—Competition of the H.K. Rifle Association.

Monday, November 11:—
4 p.m.—Meeting of Shareholders of The Punjom & Sunghie Dua Samantan Mining Co., Ltd., at No. 9, Queen's Rd.
Goods per *Moray* undelivered after this date subject to rent.
Goods per *Glenfalloch* undelivered after this date subject to rent.

Monday, November 18:—
Goods per *Melpomene* undelivered after this date subject to rent.

Saturday, November 30:—
List of Contributions to the H.K. Fire Insurance Company, Ltd., to be sent in before this date.

A. S. WATSON & COMPANY, LIMITED.

Established A.D. 1841.

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OUR AERATED WATER MANUFACTORY

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Prepared from the Juice of the finest selected Fresh Ripe Fruit.

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Lime Fruit, &c.

A table-spoonful (more or less according to taste) added to a tumbler of plain or aerated water forms a delicious beverage. The addition of Wines or Spirits produce excellent and piquant results.

Price, 75 Cents per Bottle, or $7.50 per dozen Case Assorted.

RASPBERRY SYRUP / STRAWBERRY SYRUP / RASPBERRY VINEGAR } Price, $1 per Bottle

For imparting a delicious flavour to AERATED WATERS, SUMMER DRINKS, &c. &c.

Sole Agents for Hongkong and China for Montserrat Lime Fruit Juice and Cordials.

A. S. WATSON & Co., LIMITED,

Hongkong, China, and Manila. 1184

☞ *The publication of this issue commences at 7.25 p.m.*

The China Mail.

HONGKONG, MONDAY, NOVEMBER 4, 1889.

TELEGRAMS.

[Supplied to the 'China Mail.']

(*Via Southern Line.*)

THE CZAR'S PROPOSED VISIT TO TURKEY.

London, 1st November, 1889.

It is rumoured that the Emperor of Russia intends visiting the Sultan of Turkey next Spring.

THE GERMAN EMPEROR.

The Emperor of Germany has started for Stamboul.

THE EMPEROR ON THE BRITISH NAVY.

The German Emperor, while toasting the British Navy, said that Nelson's famous signal was no longer necessary, and that young naval nations like Germany must come and learn of England.

(*From Singapore papers.*)

MR. GLADSTONE'S POLICY.

London, Oct. 24th.—Mr Gladstone, speaking at Southport, said he was unable to formulate the future Liberal policy, but Ireland remained the foremost question, and that the recent elections clearly showed that only the Septennial Act kept the present Government in power.

Referring to Crete and Armenia, he said that the misrule of the Turks would always be a menace to the peace of Europe.

GERMANY AND TURKEY.

Constantinople, 24th Oct.—An imposing Turkish Fleet is being assembled in the Dardanelles to await the arrival of the Emperor of Germany.

THE OPENING OF THE REICHSTAG.

London, 23rd October, 1889.—The speech from the throne at the opening of the Reichstag mentions that hopes of peace are stronger, through the personal relations cultivated by the Emperor with neighbouring sovereigns justifying a belief that peace will be maintained next year, and states that large sums will be asked for the better distribution of the Army and increasing the Navy; there is also an announcement of the creation of a special colonial department and a fresh grant to Captain Wissmann.

ANOTHER TYPHOON.

We have been favoured with the following telegram from the Spanish Consul, dated 3rd inst.:—

'There is a Typhoon South-East of Luzon,—travelling slowly at present.'

Dr Doberck says to-day:—At 9.30 p. yesterday the following telegram was issued: 'Typhoon S. E. of Luzon.' The barometer continues falling and the weather is very threatening in Bolinao.

LOCAL AND GENERAL.

Passed Suez Canal.

Outward Bound:—*Zambesi*, Oct. 1; *Pembrokeshire*, 8; *Glenogle*, *Monmouthshire*, *Ulysses*, *Lennox*, 15; *Elektra*, *Lingfield*, 18; *Chingtu*, *Dardanus*, *Aglaia*, 22; *Glenorchy*, *Cassandra*, 25; *Antenor*, *Jason*, *Yangtsé*, 29; *Benvenue*, Nov. 1.

Homeward Bound:—*Hassia*, Oct. 1; *Strathearn*, 8; *Altonower*, *Hesperia*, 25; *Laertes*, *Nestor*, *Titan*, *Flintshire*, 29.

The s.s. *Congo* with the French Mail of October 5th, left Singapore on Thursday, the 31st October, at 6 a.m., and may be expected here on or about Wednesday, the 6th Nov. This Packet brings replies to letters despatched from Hongkong on Aug. 24.

The O. S. S. Co.'s steamer *Patroclus*, from Liverpool, left Singapore on the 29th Oct., and may be expected here on or about the 4th Nov.

The s.s. *Benledi* left Singapore on Oct. 31, and may be expected here on or about 6th Nov.

The O. S. S. Coy.'s steamer *Anchises*, from Liverpool, left Singapore for this port on Nov. 1, and is due here, on or about the 6th inst.

The D. D. R. s.s. *Polyhymnia* left Singapore on the 31st Oct., and may be expected here on or about the 7th Nov.

The Union Line s.s. *Dorset* left Singapore on the 1st inst., and may be expected here on or about the 7th inst.

The s.s. *Japan*, from Calcutta, left Singapore on the 3rd Nov., and may be expected here on or about the 9th Nov.

The E. & A. S. S. Co.'s str. *Menmuir* left Port Darwin for this port on the 31st Oct., and may be expected here on or about the 10th Nov.

The P. & O. Co.'s extra steamship *Nizam* left Bombay for Singapore and this port on the 30th Oct.

During the week ending 3rd November, 1889, 198 Europeans and 2,199 Chinese visited the City Hall Museum.

Messrs D. Sassoon, Sons & Co.'s S. S. *Japan*, with mails from Calcutta, left Singapore yesterday, and is expected here on or about the 9th instant.

The Band of the A. & S. Highlanders will play the following programme at the Officers' Mess to-morrow evening, commencing at 8.15 p.m.:—

Overture	'Rob Roy'	Bishop.
Valse	'A summer night in Munich'	Cellier.
Selection	'Mikado'	Sullivan.
Musical Joke	'The Jolly Musicians'	Muscat.
Selection	'The Reminiscences of Ireland'	Godfrey.

An individual named Sahwaree Appen, who has been a claimant on the charity of residents for some time back, was charged at the Police Court to-day with vagrancy. He appears to have drifted out to Shaukiwan in quest of charity, and the Inspector there thought the best act of charity would be to send him before the Magistrate in Hongkong as a vagrant. Accused to-day said he was formerly employed by Chiarini's circus, but being in hospital at the time the circus went away, he was left behind. He wished to be sent back to Colombo. The Magistrate remanded the case for further enquiry.

'Brownie' was not wide of the mark when he 'murmured' on Saturday that the Colony was in need of a second Chadwick to set it right in the matter of drains and water supply. Not a second but the original Chadwick, who prepared an elaborate report on the drainage of Hongkong some six or seven years ago, is, we hear on good authority, coming out very soon to settle for us the questions of drainage and water mains. Judging from this gentleman's previous report and from the opinions he has expressed upon our difficulties here, we should say that his appointment is a distinct set back to the Government and their advisers, Messrs Price and Cooper, and a virtual triumph for Mr Leigh, who was guided in a great measure in making up his report by Mr Chadwick's suggestions,—suggestions so much set at nought by those who have been attempting to rush the separate system.

A coolie who was at work at Victoria Fort this morning was killed by a bank of earth falling on him and burying him.

H. M. corvette *Caroline* (Captain Sir Wm. Wiseman) arrived here to-day from Honolulu.

It is notified in Saturday's *Gazette* that Mr Emile Helga Melbye, Consul for Denmark, has reported his resumption of the duties of the Consulate at this port.

It is stated that a telegram has been recently received ordering H. M. S. *Orion* to leave Singapore about the beginning of February next year for the Mediterranean.

It is stated that some Manchester gentlemen have formed a company and have purchased Hughes's gold mine, situated on the north-east side of Moelfammau, Flintshire. The purchase money is £20,000.

Owing to favourable atmospheric conditions, the conjunction of Mars and Saturn was observed with gratifying results. The observations will have an important bearing on astronomical science, the recent phenomenon being the first absolute conjunction for the past six thousand years.

The following may explain to some extent the recent rise in exchange:—It is confidently believed in financial circles that one certain result of the victory of the Republicans in the French Elections will be that the Bank of France will let gold out freely, thus easing the demand for gold, which is now falling exclusively on London.

A report from Vardoe, dated September 27, states that the steamer *Labrador*, Captain Wiggins, had reached the mouth of the Yenesei, where she waited 12 days for the river steamer, but in vain. She has now arrived back at Vardoe without having discharged. The *Labrador* had on board the crew of the lost Arctic yacht *Lyset*.

The Trinity pilots stationed at Dover are now surveying a new deep-water channel leading to the entrance of the Thames. The survey is nearly completed, and the channel, which will be named after the Duke of Edinburgh, will be deep enough for the largest vessels of the navy, and be an improvement in the Thames approaches. It will shortly be supplied with a light vessel.

Captain Follett of the s.s. *Celestial* which arrived in Singapore on the 25th ult. from Java reports having been in collision with a Dutch schooner, four miles west of Shoal Water Island in the Gaspar Straits. The *Celestial* carried away the schooner's foremast and after the collision took the vessel in tow and left her at Billiton. A Chinese clerk on board the steamer died just before she came to an anchor and the Deputy Health Officer boarded the vessel. The clerk died of fever.

Various reports and contradictions have appeared recently as to a daily illustrated newspaper to be started in London by the proprietors of the *Graphic*. The London correspondent of the *Liverpool Post* says he is in a position to state that not only has the project been definitely decided upon, but that the arrangements are well advanced, although the new paper will not make its appearance until the beginning of next year. Machinery has already been laid down, but there are still some mechanical difficulties connected with the processes by which the pictures are to be reproduced which have to be overcome. The idea of the venture is to give plenty of news, while the illustrations, which are to be the chief feature of the paper are to be well up to date—in fact, a contemporary pictorial record so far as the exigencies of time will permit.

The following telegram appears in the *Straits Times* of 25th ult.:—

At a meeting held yesterday in the Cannon Street Hotel (London), there were arranged definitely the terms on which a Company is to be floated, to acquire from the Straits Prospecting Syndicate the gold concessions of Messrs Gordon and Liddelow at Sambas, in West (Dutch) Borneo. The capital of the Company will be £300,000, in one pound shares, of which only £265,000 will be issued now, and only £50,000 of that sum will be offered to the public, the remainder being allotted to the concessionaires and promoters in payment for their rights. Neither the concessionaires nor the promoters receive anything in cash. £35,000 are to remain unissued as a reserve, which may be dealt with in future.

A romantic story (says the *Daily Telegraph*) comes from Kalocsa, the see of Cardinal L. de Haynald, Primate of Hungary. A short time ago a young student applied for admission as pupil to the priests' seminary, and, being duly provided with examination certificates, was at once received. The new pupil led exactly the same life as the other inmates of the establishment, and showed a marked disposition for study. A few days ago Cardinal Haynald visited the seminary, and in the garden met the newcomer, who bowed respectfully; but, contrary to custom, did not kiss the Cardinal's hand. His Eminence not only noticed the omission, but it led him to examine the candidate-priest somewhat closer. The effeminate face of the young student turned scarlet under the Cardinal's scrutinizing gaze, whereupon the prelate uttered a few words in a low tone that caused the former to return quickly to the house. Five minutes afterwards this mysterious personage had left the premises, and has not since gone back. Rumour says the individual was a lady, who felt an irresistible vocation to become a priest. Some of the Hungarian papers even give her name.

The *Daily News* of 1st Oct. received by the German mail reports the following serious coaching accident:—The coach running from the railway station at Bideford to Clovelly and Bude, in going round a corner at Bideford yesterday, was overturned in consequence of an axle breaking. There were twenty passengers on the top of the vehicle, and a scene of great excitement ensued. Mrs E. Lorenz Meyer, wife of a partner in the firm of Behn Meyer, and Co., of Singapore, was taken from under the coach in an insensible condition and conveyed to the hospital near by. Mr Blackwell, of Leicester, who had the capbone of his knee cut open and sustained other injuries, was also taken there. Mr Thomas, of Kensington, who was with his wife, fell heavily on his back, was taken up insensible, and carried to an hotel; it is feared that his injuries are very serious. Mr Duncan, of Bideford, had his leg injured, but not seriously.—Later in the day Mrs Meyer was able to leave the hospital and join her husband at his hotel. Mr Blackwell, after a short detention at the hospital, was also able to go to an hotel. Mr Thomas's condition, however, is not reassuring. The passengers not seriously injured were subsequently sent on to Clovelly in another conveyance.

The *Jewish Chronicle* states that the wife of the new Prince of Monaco is a Jewess, and is the first of her race to attain royal rank in Europe. The Princess is a descendant of the great Richelieu, and is also a great-niece of Heinrich Heine.

The purchase of American breweries by English syndicates—which has been done to the extent of over eight millions sterling—has created some rivalry on the other side, and, according to reports from Milwaukee, the American brewers are not going to stand quietly by and see the English syndicates drive them out of the business they have built up, and propose to organize for protection. The St. Louis brewers have already organized, and will join a national syndicate as soon as their fellow-brewers throughout the country signify their willingness to come in. It is the intention to form a gigantic stock company with a capital stock of 100,000,000 dols., with which virtually to buy up every big brewery in the country. The intention is to visit all the great brewing centres of the country, including Milwaukee, Chicago, St. Louis, Cincinnatti, New Orleans, Kansas City, New York, and other cities where beer is brewed in great quantities, and get every prominent brewer into the combination.

The Committee appointed in Singapore to enquire into the results of the repeal of the C. D. Ordinances has been dissolved. In their report they state that a letter from the Colonial Secretary had been received stating that His Excellency regretted his inability to assist the Committee in the matter by allowing the medical and other Government officers to be examined, and that the information had been already given from time to time in the authorised way. The President of the Municipal Commissioners stated that the Committee felt that in these circumstances they had no power to proceed further. The military were agreeable to give statistics, but nothing more, and the Committee now asked that they be discharged. This was agreed to.

The *Daily News* of 2nd Oct. says:—The Forth Bridge yesterday reached the last stage of its completion. The Island of Inchgarvie, upon which the centre of the bridge rests, has now been connected with the southern shore of the Firth of Forth, and in about a fortnight the northern section will also be finished, so as to allow communication from end to end of the great structure. On Friday evening the southern section was so far completed as to allow of the gap being spanned by a gangway over which a party of ladies and gentlemen passed to the Island of Inchgarvie. Yesterday forenoon the workmen on the top cranes on both sides were enabled to shake hands and congratulate each other on the success of the undertaking. At half past three in the afternoon the last plate was hoisted and soon rivetted into position, making for the first time a permanent connection between the south and Inchgarvie cantilevers. There was still, however, a gap of about 20ft. in the lower boom to fill, and one or two diagonals to fill in which should be easily done early to-day.

The conflict in Tong-King between the Civil and Military authorities, which has continued from the beginning, does not show much sign of abating. According to a correspondent of the *Débats*, it has, on the contrary, become more pronounced in consequence of the efforts of M. Picquet to effect certain economies. Each set of authorities claims to have its own responsible duties, independent of the other, in the work of pacification. The general commanding the troops is nominally under the control of the Governor-General; but he corresponds direct with the Ministry of Marine in Paris in all so called technical matters, amongst these being included relations with the natives where the Civil work of the Governor-General is at once touched. Thus the general staff at Hanoi collects statistics and information on the economical situation in the provinces, area under different kinds of cultivation, number of villages, their populations &c. The Civil authorities protest against this interference with their function, and have even prohibited those whom they control from furnishing this information. M. Picquet now proposes certain economies in connection with the administration of the army of occupation, and especially in the offices of the general staff. General Bichot is said not to be hostile to these, but he is not disposed to agree to the suppression of a number of military posts in the interior. Of late these posts have been extended in every direction, one of them being as far as twenty-one days' march from Hanoi; but it is now proposed to let the native tirailleurs, who are accustomed to the climate and to the native food, take charge of all these distant stations and to concentrate the European troops in the delta, where they will form a reserve ready to march to any particular place where their services may be required. The effect would be to reduce to 6,000 the number of European troops in Tong-King, leaving the total number in the peninsula 9,000 in place of 13,800. General Bichot, however, is not favourable to such a considerable reduction as this would be, and there the dispute stands at present.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr A. G. Wise, Acting Puisne Judge.)

Monday, Nov. 4.

ARNHOLD, KARBERG AND CO. v. AUSTRO-HUNGARIAN LLOYDS CO., $545.17.

This was a claim for damage done to 97 cases of matches shipped by the Austro-Hungarian Lloyds steamer *Orion*. Mr Francis, instructed by Mr Stokes, of Messrs Sharp, Johnson and Stokes, appeared for the plaintiffs; and Mr Robinson, instructed by Mr Deacon, of Messrs Wotton and Deacon, appeared for the defence.

Mr Francis said this was a claim for $545.17, damage for breach of contract to deliver among other things 97 cases of matches in good order and condition, shipped on board the *Orion* under terms of bill of lading dated 6th June 1889. The bill of lading was issued by the defendant Company and signed by their agent. It was for 200 cases of matches shipped in Trieste for Hongkong to order. The goods were shipped in good order and condition, but on arrival here, out of 200 cases, 97 were found to be badly stained and with marks obliterated. The bill of lading rather differed in form from those in use in England. One of the conditions was that the Company were liable for damage done to goods except by the act of God, natural qualities, leakage &c. The plaintiffs said that the cases were damaged, and the defendants having made themselves liable for all damage except in certain instances, it was for them to prove that the damage was caused by one of those causes which freed them from responsibility. The goods were contracted to be sold before they arrived at $22.50 per case. The purchaser on arrival went to inspect the cases and took away 103, but refused to take the others as they were damaged. Some correspondence took place between the parties and a survey was made by Captain Burnie and other gentlemen. He would be able to prove that the goods were damaged, and it was for the defendants to prove that the damage came from some cause which came under their exception.

The following evidence was then taken:—

Paul Brewitt said—I am salesman in Messrs Siemssen & Co. I have been with them three years, and have been in business in Hongkong eleven years. I have had large dealings in Vienna matches. Those in Court are not in a merchantable condition. The cases were dirty and marks obliterated. I have had experience myself of matches arriving here in a similar condition, and have always had to make an allowance on that account. The fact of the goods inside being undamaged makes no difference, if the marks are obliterated. Till recently the Austro-Hungarian Lloyds had an agent of their own here. I have had claims on them for similar damage during that time and they were always settled.

Cross-examined—I examined only the two cases in Court. I say that they are unmerchantable.

Ernest Götz—I am salesman in Messrs Arnhold Karberg & Co. The *Orion* arrived in Hongkong on the 14th August from *Trieste*. She had 200 cases of matches consigned to our firm. When the goods arrived they were landed by the defendant Company into Meyer's godowns, according to their usual custom. I have had dealings with the Austro-Hungarian Lloyds for the last five years, and during that time I have never been called upon to take cargo from the ship's side. We had sold these matches to Cheong Wo at $22.50 per case before the *Orion* arrived. That was the market rate at the time of the arrival of the steamer. Our purchaser was not willing to accept 97 of the cases, and I went to Meyer's godown to inspect them. I found they were damaged. A few of the cases were broken, the others were black and stained. The two cases in Court are a fair specimen of the whole. I saw the agents, Messrs David Sassoon Sons & Co., and one case was opened by them in my presence. The zinc case inside the wooden one was damaged. On the 14th August I wrote to the agents again, claiming compensation, and telling them that I had tested but was unable to find any trace of sea water on the boxes. I then had a survey made by Captain Burnie as requested by the agents. The 97 cases were afterwards sold by auction and realised $1,665.92. Our firm paid some charges to Meyer & Co. for godown rent and insurance, and Captain Burnie's report amounted to $28. From my experience as a salesman I should say that, according to custom, Cheong Wo was right in refusing to take delivery. Nearly all goods are unmerchantable if the outside case is damaged. In this case the matches were to be reshipped, and no shipping company would receive them as clean cases, nor would any Insurance Co. insure them. I would certainly have refused them, had I been the buyer. Before the change of agency I had similar claims against the Company, but not to such an extent, and they were always allowed.

Cross-examined—I saw the cases about a week after they were landed. I cannot tell how the cases came into their present condition. Excepting about twenty of the cases, my objection to the remainder was simply that they were dirty, which made them unmerchantable. The former claims I had were not for broken cases, but for cases damaged in the same way as these. A stain is not only objectionable because it may imply that the goods inside are damaged. A Chinaman buys the cases along with the goods inside, and if the cases are damaged he will not take the goods.

E. R. Fuhrmann.—I am salesman to the firm of Messrs Reuter, Brockelman & Co. and have been so for five years. The firm deals moderately in matches and has done so for more than five years. The cases in Court are not merchantable. For such cases when they arrive an allowance is made or the cases are sold at auction and the steamship company pays the difference. No steamboat company would give a clean Bill of Lading for them. For goods sold by the piece or retail the condition of the outside case might not matter, but for goods sold by the case or packet the condition of the case is material. As a seller I would not compel the buyer to take such cases as are in Court without an allowance. The price per case for the brand of matches when the *Orion* arrived was $22.50. The price has not been lower for a long time.

Cross-examined—I suppose Messrs Arnhold Karberg have a monopoly here of this chop. In most of the claims I have made for such injury done to packages, a slight damage was done to the inside. But in one case, one of window glass, the damage was only to the package and a claim was made and allowed. The amount claimed was not large. This claim was not against the Austro Hungarian Lloyds Co. The Chinese object to dirty packages. I cannot say what is the practice elsewhere.

Wong Angow—I am a coolie in Messrs Arnhold Karberg & Co.'s godowns. I remember getting 97 cases of matches out of Messrs Meyer & Co.'s godowns. I know that they were sold by Mr Rapp. Two cases were taken back to the godowns and were brought to Court to-day.

Edward Burnie—I am a marine surveyor to Lloyds and local offices. I have had considerable experience of cargo damages. I inspected some goods for Mr Zanella of the Austro-Hungarian Lloyds. I inspected more minutely six out of 97 cases of matches, and looked at the others. The two cases in Court are a fair sample. I wrote to Mr Zanella and stated that I was of opinion that it was not damage by salt water. I cut off some of the wood and tasted and found no taste of salt water. It does not even present the appearance of sea-water damage. In September I more minutely examined the whole lot. I opened one case and several others were opened at the side. The zinc was corroded. If the damage had been done by salt water the zinc would have rusted. I thought in some cases that the damage might be done by claret. No captain or chief officer would give a clean bill of lading for these goods, and without a clean bill of lading I do not think they could be insured. I marked some of the cases damaged, solely because of the stains on the outside.

Cross-examined—Any liquid in contact with cases of matches would damage them. Chalk marks would not damage, and certain dry marks might not. Coal would damage cases, because buyers might refuse to take the cases rendered dirty thereby. 77 out of the 97 cases were not opened. I was requested by Messrs Arnhold Karberg & Co. not to open them. I call them damaged on account of the external marks.

Mr Robinson said this was a sort of test case. His Lordship's decision was wanted on the point of law whether external damage without evidence or proof of internal damage was such damage as came within the bill of lading and for which the shipper was liable. Defendants contended that 77 of the cases, with regard to which there was no evidence of internal damage, were not damaged, and that the defendants were not liable for what happened to the outside cases from the ordinary wear and tear connected with shipment from Trieste to Hongkong. With regard to the 20 cases which were said to be damaged internally they had offered compensation. The remaining 77 they maintained were delivered in good order and condition. All reference to loss and damage in the bill of lading simply referred to the goods and not the covering, and in all cases that had been decided the question of damages always involved proof of injury to the contents. The fact that cases like the present had not come before the Court elsewhere than in Hongkong showed that it was universally held that damage must be done to the contents. Unless therefore there was a special contract to carry the cases clean, the defendants were not liable. The defendants further maintained that if the goods were held to be damaged, the damage was done by leakage. Mr Robinson then went on to cite cases with the object of proving that leakage must be taken to have a wide significance, including not only leakage from the merchandise in question but from other merchandise. He likewise averred there was no proof that the goods were damaged on board the ship. The responsibility of the defendants as carriers ceased the moment the goods were discharged from the ship's side. The question for his Lordship was—what was the intention to be gathered from the bill of lading, and that, he submitted, must be governed by Austrian law. He then proceeded to refer to a number of cases on this point.

Mr Francis submitted that his friend's arguments on this point were hopelessly irrelevant, as he had called no evidence whatever to show what the Austrian law on the subject was.

Mr Robinson contended that as he did not ask for judgment but for a nonsuit he was not bound to adduce such evidence.

Mr Francis, in reply, said he would not trouble his Lordship by arguing whether the contract ought to be interpreted by Austrian or English law. If Mr Robinson claimed any special interpretation according to Austrian law it was his place to call evidence and prove what was the law as a fact. He submitted that the contract was proved and that the plain interpretation of it was that the defendants were responsible for the damage to those goods unless they could bring it within the exceptions. They had not attempted to do that, except in regard to one of the exceptions, namely leakage. With reference to that, there had been a good deal of argument, but there was not a tittle of evidence that the goods had been damaged by any leakage whatever. Captain Burnie and the other expert witnesses called were unable to say positively what the cause of the damage had been. Captain Burnie said it might have been done by claret, but there was absolutely no evidence that any such leakage occurred. The simple fact remained these goods were damaged; they were not in good order, and as to how they came into that state there was no evidence neither one way nor another. There was the uncontradicted evidence by men of experience in the Colony that such cases as these were not saleable in their present condition, because no man looking at the outside of the cases could possibly avoid having it suggested to him that it was extremely probable that the contents were damaged also. Captain Burnie had told them that no mate of a ship would give a clean bill of lading with respect to these cases, showing that they were in good order, and no insurance company would accept them as in good order. On the evidence given he submitted the plaintiff was entitled to the amount claimed.

His Lordship, in giving judgment, said one of the last arguments brought forward by counsel for the defence was that the bill of lading, having been signed in Austria, was governed by Austrian law, but as he had called no evidence as to what that law was, the contention could not be entertained. His Lordship was rather surprised that such an argument should be brought forward at the end of the case, amounting as it did to an objection. On the whole he thought he must deal with the case by putting the best construction he could on the bill of lading. As to the argument that the defendants were not liable for the damage, his Lordship had no doubt that the goods were delivered to them in good order and condition, and in the absence of evidence to the contrary he could only conclude that the goods were damaged on board the ship and that any damage that was done did not occur in transhipment or while landing. Mr Robinson also said that the words 'good order and condition' referred to the contents of the cases and not to the cases themselves. His Lordship could not say he agreed with him there. It had been proved that these cases were not merchantable or in good order and condition for the purposes of sale. He thought it was a very excellent distinction that was drawn by two of the witnesses who said that these goods were sold in the cases as they stood, and therefore it seemed to him that if there was anything on the outside of the cases that depreciated them in sale it must be regarded as damage. He therefore held that these goods were damaged, or in other words, that they were not in good order and condition. Mr Robinson again argued that the defendants were not liable because these goods had been damaged by leakage. With regard to leakage Mr Francis had very well said that there was no evidence at all, but even supposing it was leakage, he did not see how that would relieve the defenders in this case from liability. Judgment for the plaintiff for the amount claimed, with costs.

IN BANKRUPTCY.

(Before Hon. Mr Justice Fielding Clarke, Acting Chief Justice.)

IN THE MATTER OF ROSALINDA FONSECA.

Mr Wilkinson on behalf of the petitioner said he had the same application to make to his Lordship as he made last Monday, namely for a further adjournment, as the petitioner had not yet received any reply from her husband.

His Lordship said there was no affidavit filed.

Mr Wilkinson said his Lordship was good enough on last occasion to grant an adjournment without an affidavit, and he asked him to do the same again.

His Lordship said he would grant an adjournment for one week, but he was strongly of opinion that adjudication could never be granted in this case, and he could not hold out the slightest hope of another adjournment.

IN THE MATTER OF FLORA HUNTINGTON.

Miss Flora Hungtington applied to be adjudicated a bankrupt.

His Lordship—Is there any objection to this?

Shaikally Fazulally, draper, who said he was the execution creditor, objected on the ground that some of the alleged debts in the schedule were not really debts.

His Lordship asked the Registrar (Mr Bruce Shepherd) if there were any goods taken in execution.

The Registrar said one box of jewellery had been taken.

His Lordship said he would adjourn the case for a week and ordered meanwhile that the sale be stopped. He added that if Mr Shaikally Fazulally wished to file an affidavit in opposition to the application he could do so.

THE PACIFIC MAIL CO.'S NEW STEAMER *CHINA*.

The fine new steamer *China*, built by the well-known Fairchild Shipbuilding and Engineering Company of Glasgow for the Pacific Mail Co., arrived here yesterday, after a run of about thirty-one days from Cardiff. The *China* is a two-funneled, four-masted vessel of 5,000 tons, and 1,350 horse power nominal. Her length is 462 feet and her beam 48 feet. The high-pressure cylinder is 40 inches, the intermediate 66 inches, and the low pressure 106 inches in diameter, and steam is supplied by six steel boilers. She is not only capable of making fast time (on her trial trip she attained a speed of 19½ knots) but behaves splendidly in a seaway. Her qualities in the latter respect were pretty well tried on the trip out, when she got into the track of a typhoon off Cape Padaran. She has brought out a cargo of coal, after discharging which she will take the berth for San Francisco and will leave about the 14th inst. Her passenger accommodation is on the amplest and most luxurious scale. Capt. Seabury, her commander, who is well acquainted with the trade in which she will be engaged, has devoted particular attention to all the requirements for the comfort of passengers, and the result is that everything that could be thought of as likely to contribute to that end has been provided. There is accommodation for 130 first class passengers, 55 second-class and 1,100 steerage. The state-rooms are large and luxuriously furnished, and each has a ventilating shaft itself. The bath-rooms and lavatory arrangements are on the largest and most complete scale. The dining saloon is spacious and handsome and very tastefully decorated, the treatment of the walls, which are panelled with polished mahogany and bird's-eye maple, being particularly pleasing. A handsome staircase leads up from the dining saloon to the music room, or 'social hall' as it is called, which with its painted glass roof light and its white and gold panelled ceiling presents a most cheerful and attractive appearance. There is a daintily furnished drawing-room for ladies, and a cosy smoking-room upholstered in Russia leather for passengers of the other sex. The upper deck forms an extensive and unobstructed promenade covered by a double awning, which can be illuminated at night by powerful electric lights. The vessel is fitted up throughout with the same illuminant for which there is duplicate plant. Among the appointments of the ship are an ice machine and a refrigerating machine. In the refrigerating room to-day the temperature was 24 degrees below freezing point, which fact explained why some fish from Lochleven were, like a supply of meat and game, as fresh as when they were put on board in Glasgow on the 10th of September.

LOSS OF THE *HATTIE E. TAPLEY* NEAR HONGKONG.

The British barque *Hattie E. Tapley*, from Sandakan to Hongkong with a cargo of timber for the China Borneo Co., went ashore on Friday night last, on the north end of the Easternmost Island of the Shamun Group, about twenty miles south of Hongkong, while trying to weather Ling Ting. The vessel left Sandakan on 2nd October in charge of the chief officer, the Captain (McConnachy) being invalided. The vessel so far as is known here is not insured, nor is it certain that the captain had effected insurance on his freight, but so far as the China Borneo Co. are concerned the whole risk, about $18,000, on cargo, is insured in five local offices. There are good prospects of the cargo being salved. The crew were brought here by the *Pilot Fish* yesterday. H.M.S. *Linnet* left for the wreck this morning.

The vessel was lying loaded at Sandakan for some time ready to go to sea, but the Captain was ill and unable to proceed. He ultimately sent her away on 2nd October in charge of the mate. Bad weather was experienced all the way after passing Iloilo. At midnight on Friday last the vessel was on her last tack but two for Hongkong harbour, trying to weather Ling Ting when, having failed she was driven, by the wind and current, on to the easternmost island of the Shamun group. She fortunately just cleared the rocks of the North end, where there are twenty fathoms of water, and where if she had struck she would inevitably have split up and gone to pieces. She got inside of these rocks, and she lies there now, with her stern knocked out, on a reef which extends out between the island and the outlying rocks. The crew succeeded in landing on the island by one of their own boats. The head fisherman in charge of the island behaved very well to them, and did all he could to protect the vessel from wreckers by shooting at any of those gentry who tried to pirate the wreck, giving the crew orders at the same time to follow his example. The headman also kept perfect control over his own men and would not allow the wreck to be touched. The second officer, who was acting as chief officer, left the island in a pilot boat along with the Chinese steward, on Saturday afternoon, and reached Hongkong at five o'clock on Sunday morning. Arriving here, the second officer, who was greatly exhausted from want of food and sleep, went at once to the ship's compradore to ascertain the whereabouts of the captain, who had come on here invalided by the *Memnon* from Sandakan. The Captain had just been removed to hospital on Saturday. The officer went there to see him, but the Captain was so ill that he was unable to recognise his visitor, who refrained from mentioning the loss of the vessel, fearing the effect of the news on the captain in his condition at that time. The second officer then went to the office of the agents, where he was directed to Mr H. Sheppard's residence. After hearing the account of the wreck Mr Sheppard communicated at once with the Governor and the Commodore, with a view to getting a gunboat sent to take charge of the wreck and bring the crew off the island. Meanwhile, to make sure, Mr Sheppard chartered the *Pilot Fish*, and having ascertained that the *Linnet* would be despatched at 6.30 this morning for the wreck, proceeded with the mate and steward and a few residents to the scene of the wreck. The *Pilot Fish* arrived there about dusk, and so far as could be seen the ship was still holding together, although one of the masts had gone. Getting shelter inside the island, the *Pilot Fish* exchanged signals with the shore by lights, when the crew of the ship all came off in their own boat. A 'cumshaw' was given to the men in charge of the island and the *Pilot Fish* proceeded on her return trip, arriving in the harbour at ten o'clock.

COLONIAL COMPANIES AND PROBATE DUTY.

The following circular despatch and the sections of The Imperial Revenue Act of 1889 referred to therein are published in the *Gazette* for general information:—

CIRCULAR. Downing Street, 13th September, 1889.

Sir,—I have the honour to transmit to you a copy of the Imperial Revenue Act of 1889, and to request that you will cause Sections 18 and 19 to be published for information in the Colony under your Government.

During the sittings of the Colonial Conference in 1887, the attention of Her Majesty's Government was called to the Companies (Colonial Registers) Act 1883, which had the effect of requiring probate or letters of administration to be taken out both in the Colony and in this country in respect of the wills or estates of Colonial Shareholders holding shares on the Colonial Registers of Banks and other Companies. The proceedings on the subject at pages 76 and 107 of Parliamentary Paper C. 5,091, Volume I., and the papers then laid before the Conference, are printed at pages 47, 48, 49 of the Parliamentary Paper C. 5,091, Volume II. The promise given in the former that this grievance should be remedied has now be redeemed by the passing of Section 18 for the purpose.

A somewhat similar complaint was brought to the notice of Her Majesty's Government in connection with policies of Life Insurance issued in the Colonies by Insurance Companies carrying on business in the Colonies, but having their head office in the United Kingdom. The sums recoverable under such policies were held to be Assets situated in the United Kingdom; and under Section 11 of the Imperial Revenue Act. 1884, the production of a grant of representation from a Court in the United Kingdom, by probate, or letters of administration, or confirmation, was necessary to establish the right to recover or receive such amounts.

The hardship of this provision upon persons who had no real connection with the United Kingdom has been recognised, and Section 19 has been passed to remove it.—I have the honour to be, sir, your most obedient humble servant,

KNUTSFORD.

The Officer Administering the Government of Hongkong.

LATE TELEGRAMS.

RUSSIA'S FUTURE POLICY TOWARD GERMANY.

London, Oct. 10.—The *Novoe Vremya*, in an inspired article, says that Russia has finally renounced the policy of unrequited complacence towards Germany.

THE NEW AMERICAN CRUISER.

The trials of the new American cruiser *Vesuvius* were continued yesterday. Each pneumatic gun threw fifteen shells, and six thousand pounds of dynamite, a distance of a mile, the whole operation occupying seventeen minutes.

CREMATION OF A DECEASED M.P.

The remains of Sir Tindal Robertson were cremated at Woking to-day.

THE CZAR'S ARRIVAL IN BERLIN.

Berlin, Oct. 11.—The Czar arrived this morning. The weather was delightful, brilliant sunshine prevailing. He was met by the Kaiser and the Princes, with Prince Bismarck and Count Bismarck, the Generals, and the leading officials. The Kaiser and the Czar received one another with great cordiality and repeated embraces. The Czar warmly shook Bismarck by the hand and then drove to the Russian Embassy, escorted by a superb guard of cavalry. All the troops in the garrison were paraded, and they kept the people in the background, who in consequence were unable to witness the Imperial pageant, and little enthusiasm was, as the natural result, manifested.

AN ATTEMPTED DEMONSTRATION AT SOFIA.

Prince Dolgoroukow attempted to hold a Russian demonstration at Sofia under the guise of a *requiem* for the Russians killed in the war. The Bulgarian Government prohibited it, though Prince Dolgoroukow protested. It is feared his attempt was but a pretext to interfere in Bulgarian affairs.

Prince Dolgoroukow fearing expulsion has fled from Belgrade.

THE CZAR AT A GERMAN REVIEW—HIS COOLNESS CONTINUES.

Berlin, Oct. 13.—The Czar reviewed the regiment of which he is honorary Colonel on Saturday, subsequently lunching with the officers. The Emperors exchanged toasts. The Kaiser in a complimentary speech referred to the occasions when Russian and German soldiers fought together. The Czar's speech was merely formal. He left this afternoon.

THE EGYPTIAN SIRDAR COMPLIMENTS THE EGYPTIAN ARMY.

General Sir Francis Grenfell, speaking at Swansea, eulogised the Egyptian soldiers, and said they had proved of service. They had fought with a dash and vigour beyond praise.

THE CRONIN CASE.

London, Oct. 14.—A Chicago telegram announces that a batch of documents essential to the prosecution in the Cronin case have been stolen from the State Attorney's office.

THE CRETAN COMPLICATION.

Constantinople, Oct. 13.—Chakir Pasha is still in Crete and has written demanding his recall from that island. The reports of disturbances and outrages have been exaggerated and many are altogether untrue. His presence is not necessary.

LORD GALLOWAY ACQUITTED.

London, Oct. 14.—At the Dumfries sessions to-day, Lord Galloway was tried for indecent assault on the girl Gibson. The child in evidence testified to the assault whilst gathering blackberries with some companions. Others confirmed the child's story; but Mrs Moffat being called, said she heard the child call Lord Galloway a dirty blackguard, and saw him near her. But her testimony was somewhat different from the children's. Lord Galloway's defence was that he simply helped her over the wall to enable her to get blackberries. After hearing counsel, and the Chairman of Sessions having summed up, the jury returned a verdict of not guilty, and the accused was acquitted.

MR CAINE ON INDIA.

London, Oct. 15.—At a banquet given last night to the President and ex-President of the Indian National Council, Mr Caine was present. He made an extraordinary speech, in which he denounced the exclusion of natives sharing in the Government. He eulogised the native press.

THE GRAVE OF AN AMERICAN PHILOSOPHER DISTURBED.

An attempt was made on Sunday night to disinter the body of Ralph Waldo Emerson at Concord, Massachusetts. The ghouls were disturbed and fled, leaving no trace behind.

VISITORS TO INDIA.

Lord and Lady Claude Hamilton will accompany Prince Albert to India. Lady Gough has embarked at Marseilles to tour India.

THE RUSSIAN PRESS CONCILIATORY TOWARDS GERMANY.

London, Oct. 15.—The *Novoe Vremya* in another inspired article offers Russian friendship to Germany and says that Russia relies on Prince Bismarck to maintain peace, and expects that the settlement of the Bulgarian difficulty will result from the Czar's visit to Berlin.

A WELL EARNED MILITARY DECORATION.

London, Oct. 16.—Colonel Harman Graham of the Fifth Lancers is gazetted companion of the Distinguished Service Order for conspicuous gallantry on the Gold Coast.

CORRUPTION IN THE RUSSIAN COMMISSARIAT.

Painful revelations have been made in consequence of the sudden and universal inspection of the food and forage depots of the Russian army. In most cases the quality was inferior and the quantity below returns. The inspector of military flour mills has been placed under arrest.

ANOTHER COLLIERY ACCIDENT.

London, Oct. 16.—An explosion occurred at Bentilee Colliery, Longton, this morning. Ninety miners were entombed and it is believed killed. No hope of rescue is entertained by the engineers.

London, Oct. 17.—Sixty miners were killed at the Longton explosion: the bodies are still in the mines. Exploring parties are prohibited from entering, as fire-damp would render death certain to any one descending the shaft.

LOSS OF A RUSSIAN GUNBOAT.

London, Oct. 17.—The Russian gunboat *Shah* was sunk at Batoum, and all hands were drowned, yesterday.

GREAT FIRE AT PESHAWUR.

Lahore, Oct. 11.—A serious conflagration took place at Peshawur last night. All the shops belonging to the works at the waxworks burnt down, and but for the prompt assistance of the military the fire would in all probability have burnt all the city. It was brought under cover a 3 a.m.

CAPTAIN HEARSEY AND THE 'PIONEER.'

Calcutta, 12th October.—Yesterday, Captain Hearsey appeared before Mr Currie, the District Magistrate at Howrah in the absence of the Deputy Magistrate, and asked for orders in his application for summonses against the editor and printer of the *Pioneer*.

His Worship asked the applicant the same questions as were put to him when he appeared before the Chief Presidency Magistrate, Mr Marsden, after which Mr Currie said that he had no objection to issue summonses against George Maclagan Chesney, the editor, and William John Dare, the printer of the *Pioneer*.

Mr Upton, who watched the proceedings on behalf of the *Pioneer*, then asked that reasonable time might be allowed for the summonses to be made returnable. Mr Hearsey suggested the 20th November next, and to this suggestion Mr Upton assented.

CAPTURE OF BOH THAI.

Mingin, 12th October.—Boh Thai, who murdered Mr Gleeson, Assistant Commissioner of Mingin, in October, 1876, was captured yesterday with several followers and guns, by Inspector D. W. Kiernander at Mawsador, in the Mingin District.

MUNICIPAL LOAN.

Calcutta, 17th October.—The whole of the Calcutta Municipal Loan for Rs. 11,15,000 has now been taken up at the minimum of 103 fixed by the Commissioners.

That orange monopoly talked of had better be left alone. The first failure on record was caused by a reckless trust in fruit.—*Baltimore American*.

They are talking of John L. Sullivan for Congress. He would feel at home when he struck the ayes and noes.—*Yonkers Statesman*.

As one takes a general survey of our adult population he is forced to the conclusion that if the good didn't die young most of them outgrew it.—*Life*.

Scott's Emulsion of Pure Cod Liver Oil and Hypophosphites is especially adapted to all conditions where the tissues are wasting away from inability to digest and assimilate ordinary food. The combined virtues of the Cod Liver Oil and Hypophosphites produce a marked effect in such cases. They restore the wasted tissues, create an appetite, make new blood, heal the inflammation of the throat and lungs, and increase the flesh. In short they form the finest combined food and medicine that can be given the invalid. Any Chemist can supply it.—Watson & Co., (Limited), Agents in Hongkong and China.

Quotations.

Hongkong, November 4.

Opium—	New Patna, cash,	530
,,	Old ,, cash,	527½
,,	New Benares, cash,	530
,,	Old ,, cash,	—
	New Malwa, cash,	570
	Allowance, Taels,	48/56
	Old Malwa, cash,	580/600
	Allowance, Taels,	48/56
	Persian, Oily, cash	520/540
	Allowance, Taels,	32/48
	Persian, Paper tied	530/550
	Allowance, Taels,	8/32

Exchange.

Hongkong, November 4.

On London—	
Bank, Wire,	3/1¾
,, On demand,	3/2
,, 30 days' sight,	3/2¼
,, 4 months' sight,	3/2⅜
Credits, 4 ,,	3/2⅜
Documentary, 4 months' sight	3/2½
On Paris—	
On demand,	3.99
Credits, 4 months' sight,	4.07
On Berlin—	
On demand,	3.23
On New York—	
On demand,	74¾
Credits, 60 days' sight,	76⅛
On Bombay—	
Wire,	227½
On demand,	228
On Calcutta—	
Wire,	227½
On demand,	228
On Shanghai—	
On demand,	72½ nom.
30 days' sight private,	73¼
Gold Leaf, 100 fine,	$32.70
Sovereigns,	$4.18

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

Barometer—	9 a.m.	30.02
Do.	1 p.m.	29.96
Do.	4 p.m.	29.93
Thermometer—	9 a.m.	75
Do.	1 p.m.	78
Do.	4 p.m.	77
Do. (Wet bulb)	9 a.m.	68
Do. Do.	1 p.m.	71
Do. Do.	4 p.m.	72
Do.	Maximum	78
Do.	Minimum	70

METEOROLOGICAL REGISTER.

At 10 a.m. to-day.

Barometer	29.93
Temperature	78
Damp Bulb	69
Direction of Wind	N
Force	2
Weather	c
Rain-fall	—

Hongkong Observatory, Nov. 4, 1889.

Intimations.

SCOTT'S EMULSION

OF PURE COD LIVER OIL

With Hypophosphites of Lime & Soda.

PALATABLE AS MILK.

The only preparation of COD LIVER OIL that can be taken readily and tolerated for a long time.

AS A REMEDY FOR CONSUMPTION, BRONCHITIS, SCROFULOUS AFFECTIONS, ANÆMIA, GENERAL DEBILITY, COUGHS AND THROAT AFFECTIONS, AND ALL WASTING DISORDERS OF CHILDREN or ADULTS, it is marvellous in its results.

Prescribed and endorsed by the best Physicians.

SOLD BY ALL CHEMISTS

Agents for China and Hongkong:
MESSRS. WATSON & Co. (LIMITED.
Hongkong, December 17, 1888. 2131

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ARTICLED APPRENTICE AND LATTERLY ASSISTANT TO DR. ROGERS,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by DR. ROGERS,

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.
Sole Address
2, DUDDELL STREET,
(Next to the New Oriental Bank.)
Hongkong, January 12, 1885. 66

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL,......$5,000,000
PAID-UP CAPITAL,............ 2,500,000
RESERVE FUND,.................. 1,250,000

Board of Directors:
HON. J. J. KESWICK, CHAIRMAN. } Managing
HON. C. P. CHATER, VICE-CHAIRMAN. } Directors.
E. A. SOLOMON, ESQ.
J. S. MOSES, ESQ.
S. C. MICHAELSEN, ESQ.
G. E. NOBLE, ESQ.
LEE SING, ESQ.
POON PONG, ESQ.

Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED on MORTGAGE, on LAND or BUILDINGS; PROPERTIES PURCHASED AND SOLD.

Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's OFFICES, No. 5, Queen's Road Central.

A SHELTON HOOPER,
Secretary.
Victoria Buildings,
Hongkong, 3rd May, 1889. 844

BALL PROGRAMMES FOR SALE,
IN NEW SHADES AND PATTERNS.
'CHINA MAIL' OFFICE,
2, WYNDHAM STREET.

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.
Hongkong, July 15, 1887. 1340

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 24th day of November, 1889, at 10 a.m., the Company's Steamship *SACHSEN*, Capt. K. v. GOESSEL, with MAILS, PASENGERS, SPECIE and CARGO, will leave this port as above, *calling at* GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 23rd November. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, October 26, 1889. 2051

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Bangkok	Kong Beng (s)	Yuen Fat Hong	Nov. 5, at 8 a.m.
Bremen & Ports of Call	Sachsen (s)	Norddeutscher Lloyd.	Nov. 24, at 10 a.m.
London & Ports of Call	Malwa (s)	P. & O. S. N. Co.	Nov. 6, at noon.
London, v. Suez Canal	Sarpedon (s)	Butterfield & Swire	November 5.
London, v. Suez Canal	Stentor (s)	Butterfield & Swire	November 7.
London & Ports of Call	Brindisi (s)	P. & O. S. N. Co.	Nov. 10, daylight.
London and Hamburg	Glamorganshire (s)	Adamson, Bell & Co.	November 19.
Manila, via Amoy	Zafiro (s)	Russell & Co.	Nov. 7, at 4 p.m.
Marseilles, v. Saigon	Oxus (s)	Messageries Maritimes	Nov. 13, at noon.
New York	Sea Witch	Russell & Co.	Quick despatch.
S. Francisco, v. Japan	Gaelic (s)	O. & O. S. S. Co.	Nov. 6, at 1 p.m.
S. Francisco, v. Japan	China (s)	Pacific Mail S. S. Co.	Nov. 14, at 1 p.m.
Shanghai, via Amoy	Anchises (s)	Butterfield & Swire	November 8.
Shanghai, Kobé & Y'ma	Congo (s)	Messageries Maritimes	About November 7.
Singapore, Batavia, &c.	Almora (s)	Jardine, Matheson & Co	About November 5.
S'poro, P'nang & B'bay	Bormida (s)	Carlowitz & Co.	Nov. 6, at noon.
S'poro, Penang & C'tta	Moray (s)	Jardine, Matheson & Co	Nov. 9, at 3 p.m.
Swatow, Amoy & T'foo	Thales (s)	Douglas Lapraik & Co.	Nov. 5, daylight.
S'ney, M'bne & A'laide	Airlie (s)	Russell & Co.	Nov. 8, at 4 p.m.
Trieste, &c.	Melpomene (s)	D. Sassoon, Sons & Co.	Nov. 10, daylight.
Vancouver (B.C.), &c.	Abyssinia (s)	Adamson, Bell & Co.	Nov. 7, at 10 a.m.
Y'hama, Kobé & N'saki	Patroclus (s)	Butterfield & Swire	November 7.
Y'hama, v. N'ki & Kobé	Gwalior (s)	P. & O. S. N. Co.	Nov. 6, at noon.
Y'hama, v. N'ki & Kobé	Verona (s)	P. & O. S. N. Co.	Nov. 8, daylight.

Mails.

STEAM FOR
SINGAPORE, PENANG, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, ANCONA, VENICE, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, BOSTON AND NEW ZEALAND PORTS.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *MALWA*, Captain BROWN, with Her Majesty's Mails, will be despatched from this for BOMBAY on WEDNESDAY, 6th November, at Noon.

Cargo will be received on board until 4 p.m. on the day before sailing.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; but Tea and General Cargo at Bombay, arriving one week later than by the direct route *viâ* Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, October 30, 1889. 2076

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *GAELIC* will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 6th November, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco $225.00
To San Francisco and return, available for 6 months ... } 393.75
To Liverpool 325.00
To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, October 19, 1889. 2003

Intimations.

NOW READY.

VOLUNTEERS AND THE DEFENCE OF HONGKONG.
A SKETCH.

PRICE, - - - - - - FIFTY CENTS.

To be had at Messrs. LANE, CRAWFORD & Co.; Messrs. KELLY & WALSH; and Messrs. W. BREWER & Co.
August 14, 1889. 1582

WASHING BOOKS.
(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.
CHINA MAIL Office.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 13th November, 1889, at Noon, the Company's S.S. *OXUS*, Commandant DELACROIX, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 12th November, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, October 31, 1889. 2083

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CHINA* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 14th November, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco $225.00
To San Francisco and return, available for 6 months ... } 393.75
To Liverpool 325.00
To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, October 26 1889. 2054

Intimations.

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the ALICE MEMORIAL HOSPITAL
(1). Glass Jars (for museum purposes).
(2). Illustrated Papers and Books for the Student's Reading Room and Library.
Address to
JAMES CANTLIE,
Hon. Sec. to the College.
Hongkong, August 7, 1888. 1317

NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE; with special reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the *China Mail* Office, and at Messrs. LANE, CRAWFORD & Co.,—Price, 75 cents.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	*Anchorage.*	*Captain.*	*Flag and Rig.*	*Tons.*	*Date of Arrival.*	*Consignees or Agents.*	*Destination.*	*Remarks.*
Steamers.								
Abyssinia	5 c	Lee	Brit. str.	3615	Oct. 30	Adamson, Bell & Co.	Vancouver	7th inst.
Airlie	5 c	Ellis	Brit. str.	1492	Oct. 30	Russell & Co.	Sydney	8th inst.
Almora	5 c	Hay	Brit. str.	1719	Nov. 4	Jardine, Matheson & Co.		
Apenrade	4 h	Hohlmann	Ger. str.	1340	Nov. 3	Geo. R. Stevens & Co.		
Ardgay	4 c	Thom	Brit. str.	1076	Oct. 28	C. P. Chater		
Bormida	5 c	Negri	Italian str.	1499	Oct. 28	Carlowitz & Co.	Bombay, &c.	6th inst.
Camorta	5 c	Fyfe	Brit. str.	1355	Nov. 1	Jardine, Matheson & Co.		
China	5 c	Seabury	Brit. str.	5200	Nov. 3	P. M. S. S. Co.		
China	3 c	Hayo	Ger. str.	1091	Nov. 2	Chinese	Saigon	6th inst.
Cicero	5 c	George	Brit. str.	1060	Oct. 29	Arnhold, Karberg & Co.		
Falkenburg	4 c	Bartels	Ger. str.	988	Oct. 27	Melchers & Co.	Newchwang	To-morrow
Gaelic	5 c	Pearne	Brit. str.	4205	Oct. 29	O. & O. S. S. Co.	San Francisco	6th inst.
Gwalior	5 c	Nantes	Brit. str.	1602	Nov. 4	P. & O. S. N. Co.	Yokohama & Kobe	6th inst.
Hangchow	5 c	Outerbrige	Brit. str.	999	Nov. 3	Butterfield & Swire		
Kong Beng	2 h	Jones	Brit. str.	862	Oct. 30	Yuen Fat Hong	Bangkok	To-morrow
Loire Inferieure	5 c	Lehuede	Fch. str.	583	Oct. 23	A. R. Marty		
Melpomene	5 c	Perini	A-Hun str.	1043	Nov. 4	David Sassoon, Sons & Co.	Singapore	
Moray	5 c	Duncan	Brit. str.	1411	Nov. 4	Jardine, Matheson & Co.	Calcutta, &c.	9th inst.
Namchow	3 h	Colonna	Brit. str.	1109	Oct. 30	Chinese		
Namoa	...	Pocock	Brit. str.	826	Oct. 25	Douglas Steamship Co.	....	K'loon Dock
Phu Qnoc	3 c	Vallin	Fch. str.	234	Sept. 28	Chinese		
Pilot Fish	4 h	Stopani	Brit. tug.	161	Sept. 15	H. K. & W. Dock Co.		
Riversdale	5 c	Mooney	Brit. str.	1311	Oct. 10	Adamson, Bell & Co.		
Sarpedon	5 c	Barwise	Brit. str.	1498	Oct. 30	Butterfield & Swire	London, &c.	To-morrow
Thales	5 h	Hunter	Brit. str.	819	Nov. 3	Douglas Steamship Co.	Amoy and Tamsui	To-morrow
Whampoa	5 k	Hughes	Brit. str.	1106	Oct. 29	Butterfield & Swire		
Sailing Vessels								
Adolph	5 c	Westerguard	Ger. bqe.	867	Sept. 19	Arnhold Karberg & Co.		
Australia	5 c	Harris	Brit. bqe.	999	June 11	Calowitz & Co.	New York	
Charger	...	Goodell	Amer. sh.	1379	June 28	Russell & Co.	....	K'loon Dock
Columbus	8 c	Haesloop	Ger. sh.	1428	Oct. 22	Adamson, Bell & Co.		
Conqueror	5 k	Lothrop	Amer. sh.	1540	June 16	Master		
Kitty	5 c	Wilson	Brit. bqe.	802	Aug. 30	Captain		
Mabel	8 c	Snow	Amer. bqe.	750	Sept. 19	Reuter Bröckelmann & Co.	New York	
Marabout	8 h	Ferguson	Brit. sh.	1497	Oct. 5	Adamson, Bell & Co.		
Nellie M. Slade	8 c	Teixeira	Am. bqtin.	595	Oct. 1	Order		
Penshaw	5 k	Inokay	Brit. bqe	729	Oct. 12	Gibb, Livingston & Co.		
Reporter	5 k	Spalding	Amer. sh.	1286	Aug. 30	Siemssen & Co.	New York	
Sea Witch	8 c	Zibbets	Amer. sh.	1289	July 24	Captain		
Stella	8 c	Ritch	Amer. sch.	475	Sept. 22	Order		
Strathearn	8 h	Robb	Brit. sh.	1705	Oct. 27	Master		
Ta Hongkong	3 c	Möller	Siam. sh.	685	Oct. 31	Captain		
Wandering Jew	5 c	Nichols	Amer. sh.	1650	Sept. 30	Order		
W. H. Conner	...	Butican	Amer. sh.	1423	Sept. 24	Butterfield & Swire	....	Cos'tan Dock

Her Britannic Majesty's Ships on the China Station.

Name.	*Rig.*	*Tons.*	*Guns.*	*I.H.P.*	*Captain.*	*Where at.*
Alacrity	despatch-vessel	1700	4	3180	Com. R. Blair Maconochie	Yokohama
Cockchafer	gunboat 2nd class	465	4	470	Lieut.-Com. Everard Maxwell	Hongkong
Conquest	cruiser	2380	—	—	Captain Wm. H. Henderson	Kobe
Cordelia	cruiser 3rd class	2380	10	2420	Captain H. T. Greenfell	Hongkong
Esk	g-bt. 3rd class coast defence	363	3	340	————	In reserve
Espoir	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald Y. Smith	Shanghai
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. Denison	Shanghai
Hyacinth	cruiser	1420	—	—	Captain Robt. W. Craigie	Hongkong
Impérieuse*	twinscrew battle ship	8400	10	10000	Captain William H. May	Yokohama
Leander	cruiser 2nd class	4300	10	5500	Captain Burges Watson	Yokohama
Linnet	gun-vessel 2nd class	756	5	1050	Commander Smythies	On a cruise
Merlin	gunboat 2nd class	430	4	430	Lieut.-Com. G. H. Yonge	Shanghai
Mutine	sloop	1130	10	1120	Commander J. H. Martin	Yokohama
Orion	{ twin-screw battle ship 2nd class armored }	4870	4	4040	Captain Hy. J. Carr	Singapore
Porpoise	cruiser	1730	6	3500	Commander R. W. White	Yokohama
Rambler	surveying vessel	830	3	690	Capt. The Hon. F. C. Vereker	On a cruise
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. W. Maitl. Dougall	North
Satellite	cruiser 3rd class	1420	8	1400	Captain T. P. W. Nesham	Hongkong
Severn	corvette	4000	—	—	Captain Hall	Yokohama
Solent	torpedo mining launch	150	—	—	————	Hongkong
Swift	gun-vessel 2nd class	756	5	1010	Com. The Hon. Richard Bingham	Kobe
Torpedo Boat No. 35	————	95	—	—	————	In reserve
Torpedo Boat No. 36	————	95	—	—	————	In reserve
Tweed	g-bt. 3rd class coast defence	—	3	—	————	In reserve
Victor Emanuel	receiving ship	5157	14	—	Commodore E. J. Church	Hongkong
Wanderer	sloop	925	4	750	Commander Geo. A. Giffard	Yokohama
Wivern	coast defence ship, armoured	2750	4	1450	————	Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

☞ H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	*Flag and Rig.*	*Tons.*	*Guns.*	*H.P.*	*Captain.*	*Where at.*
Aleout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Almirante Barroso	Brazilian cruiser	2000	—	—	Capt. Custodio José de Mello	Nagasaki
Aragon	Spanish cruiser	1908	—	—	Captain A. Soler	On a cruise
Aspic	French gunboat	470	4	450	Commander Malopert	Shanghai
Bobre	Russian cruiser	1100	—	—	Captain Menschicoff	Nagasaki
Chasseur	French despatch-vessel	—	—	—	Captain Bagard	Kobe
Iltis	German gunboat	489	—	—	Captain Ascher	Kobe
Lutin	French gunboat	485	4	425	Captain Nény	Touron
Marion	U. S. corvette	1900	7	1170	Commander Dyer	Nagasaki
Monocacy	U. S. sloop	1370	6	1470	Lieut.-Com. Henry Glass	Yokohama
Mordj	Russian gunboat	455	7	60	Commander Moltsoff	Corea
Nayesdink	Russian cruiser	1330	9	250	Captain Zarine	Nagasaki
Omaha	U. S. corvette	2400	12	1150	Capt. McNair	Nagasaki
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Craig	Nagasaki
Pluvier	French gunboat	540	—	420	Lieut.-Commander Fourest	On a cruise
Rio Lima	Portuguese gunboat	540	—	—	Captain J. R. Santa Barbara	Shanghai
Seudre	French transport	—	—	—	Captain Raoul	Haiphong
Sivutch	Russian cruiser	900	1	1000	Commander Suotiriaff	Corea
Sobol	Russian gunboat	455	7	60	Commander Boyle	Japan
Sophie	German cruiser	2100	—	—	Captain Kohlhauer	Singapore
Swatara	corvette	—	—	—	Commander John McGowan	Hongkong
Tejo	Portuguese gunboat	500	3	100	Lieut.-Com. C. R. Caminha	Macao
Turenne	French frigate	5880	12	4250	Captain Aubry de la Noë	Yokohama
Vestnik	Russian corvette	1330	—	—	Captain Lang	Nagasaki
Villars	French cruiser	—	—	—	Captain Mayet	Yokohama
Vipere	French gunboat	450	4	425	Commander Goudot	Yokohama
Vitiaz	Russian corvette	2950	12	—	Captain Makaroff	Swatow
Wolf	German gunboat	381	6	340	Captain Crodner	Manila

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHAMPOA.

Vessel's Name.	*Flag & Rig.*	*Destination.*
Ningpo	Ger. str.	
Triumph	Ger. str.	
Yiksang	Brit. str.	

AMOY.

In port on October 27, 1889.

MERCHANT STEAMERS.

Alwine Seyd	German	
Cheang H. Teng	British	
Meefoo	Chinese	

MERCHANT SAILING VESSEL

Christian	Ger. bg.	
Kristina Nilsson	Ger. bg.	
St. Julien	Brit. bqe.	
Sunbeam	Amer. bqe.	

FOOCHOW.

In port on October 26, 1889.

MERCHANT STEAMERS.

Haiphong	British	

MERCHANT SAILING VESSELS.

Walter Siegfried	Brit. bqe.	

SHANGHAI.

In port on October 25, 1889.

MERCHANT STEAMERS.

Agamemnon	British	
Anshin Maru	Japanese	Kobe
Fushun	Chinese	
Glengyle	British	
Kiang-piau	Chinese	
Kiang-yü	Chinese	
Kiangyung	Chinese	
Kuling	British	
Malwa	British	
Natal	French	
Saikio Maru	Japanese	
Shanghai	British	
Smith	Chinese	
Taiwo	British	

MERCHANT SAILING VESSELS.

Annie H. Smith	Amer. bqe.	
Chasca	Brit. bqe.	
Chihaya Maru	Japan. bqe.	
Gover. Goodwin	Amer. sh.	
Governor Robie	Amer. sh.	
Mary L. Stone	Amer. sh.	

NAGASAKI.

In Port on October 23, 1889.

Kozaki Maru	Japan. bqe.	

YOKOHAMA.

In port on October 24, 1889.

Esmeralda	Brit. sch.	
Leading Wind	Amer. sh.	
Monsoon	Brit. ycht.	
Nemo	Brit. sch.	
Norma	Brit. bqe.	
Selkirk	Brit. sh.	
St. Nicholas	Amer. sh.	

HIOGO.

In port on October 21, 1889.

Adolph Obrig	Aust. bqe.	
Emma T. Crowell	Amer. bqe.	
St. David	Amer. sh.	
Thomas Dana	Amer. sh.	

MANILA.

In Port on October 15, 1889.

MERCHANT SAILING VESSELS.

Abyssinia	Brit. bqe.	uncertain
Alex. Yeats	Brit. sh.	New York
Constance	Brit. sh.	New York
General Domville	Brit. sh.	uncertain
James L. Harvey	Brit. bqe.	discharging
Martha Davis	Amer. bqe.	Boston
Mindoro	Amer. sh.	New York
Minister of Marine	Brit. sh.	New York
Parnass	Ger. bqe.	discharging

BANGKOK.

In port on October 12, 1889.

MERCHANT STEAMERS.

Cape Clear	Siamese	
Rainbow	Siamese	

MERCHANT SAILING VESSELS.

Augustina	Ger. bqe.	
Bua Pan	Siam. bqe.	
Caroline	Siam. 3 sc.	
Com. Robertus	Ger. bqe.	
Concordia	Ital. bqe.	
Emma Muller	Ger. bqe.	
Gateacre	Brit. sh.	
Gehon	Aust. bqe.	
Gin	Italian bqe.	
Herradura	Aust. bqe.	
Madras	Brit. bqe.	
Melchiore	Italian bqe.	
Nevado	Brit. bqe.	
Noe	Ital. bqe.	
Nordenskjold	Norw. bqe.	
Prima	Swed. bqe.	
Sountag	Amer. bqe.	

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